



SAVONIA

Development of an Interactive 3-D Virtual Environment Test Bed For Motorbikes

Paul Ashaolu

Bachelor's Thesis

Valitse kohde.

Field of Study Engineering and Technology			
Degree Programme Information Technology			
Author(s) Paul Ashaolu			
Title of Thesis Development of an Interactive 3-D Virtual Environment Test Bed for Motorbikes			
Date	8 May 2012	Pages/Appendices	53+6
Supervisor(s) Dr. Topi Kallinen, Principal Lecturer			
Client Organization/Partners Electrical and Information Technology Research Unit, Savonia University of Applied Sciences			
<p>Abstract</p> <p>The Virtual world and environment technology is rapidly being deployed for effective visual representation of simulations which enables users to interact and explore the environment and even conduct tests. The technology has also effectively provided safe ways to review and modify designs, and even train users on the use of different systems. This final project was commissioned by the Electrical and Information Technology Research Unit of Savonia University of Applied Sciences and Lekasteel Oy, Finland. The aim of this thesis was to develop a three-dimensional virtual environment simulation test bed for motorbikes.</p> <p>The prototype of this simulation system was built by equipping a motorbike with sensors and interfacing it to an Arduino based embedded systems which implements the rider's equivalent navigation and manipulation in a virtual environment. Unity3D was used as the development platform to create the virtual environment, and scripting was done in C# and JavaScript. Various tests were carried out on the system at Savonia's Electrical and Information Technology research facility and useful information about simulation systems was gathered as a result of the study.</p> <p>The prototype system was presented at the Helsinki motorbike exhibition which took place at the Helsinki Messukeskus from 2 to 5 February, 2012. Plans are under way to improve on the design and develop the system further to provide support for two or more riders.</p>			
<p>Keywords</p> <p>Virtual Reality, Virtual environment, 3-D, Arduino, Interactive, Simulation, Unity3D, Terrain Simulation, USB</p>			

Koulutusala Engineering and Technology			
Koulutusohjelma Information Technology			
Tekijä Paul Ashaolu			
Työn nimi Development of an Interactive 3-D Virtual Environment Test Bed for a Motorbikes			
Päiväys	08 May 2012	Sivumäärä	53+6
Työn valvoja Dr. Topi Kallinen, Principal Lecturer			
Yritys Electrical and Information Technology Research Unit, Savonia University of Applied Sciences Lekasteel Oy, Tuusniemi			
<p>Abstract</p> <p>Virtuaalisen maailman ja ympäristön teknologia muuttuu nopeasti. Testien ja interaktiivisten virtuaaliympäristöjen tehokas esittäminen ja kokeileminen on nykyään mahdollista. Teknologia mahdollistaa myös tehokkaan ja turvallisen tavan kokeilla ja muokata järjestelmän malleja samalla mahdollistaen jopa erilaisia koulutuksia. Tämä lopputyö tehtiin Savonia-ammattikorkeakoulun Sähkö- ja tietotekniikan tutkimusyksikössä. Lopputyö tehtiin yhteistyössä tuusniemeläisen Lekasteel Oy:n kanssa.</p> <p>Järjestelmän interaktiivinen prototyyppi toteutettiin yhdistämällä moottoripyörä sekä Arduino-pohjainen järjestelmä, jolla toteutettiin käyttöliittymä. Käyttöliittymällä navigoidaan ja liikutaan virtuaaliympäristössä. Kehitysalustana käytettiin Unity3D-ohjelmistoa, jolla tehtiin virtuaaliympäristö; ohjelmointi toteutettiin C#- ja JavaScript -kielillä. Järjestelmällä tehtiin useita testejä, joita kerättiin ja käytettiin myöhemmin. Testit toteutettiin Savonia-ammattikorkeakoulun Sähkö- ja tietotekniikan tutkimusyksikössä.</p> <p>Prototyyppijärjestelmä esiteltiin Helsingin messukeskuksessa järjestetyssä vuosittaisessa moottoripyöränäyttelyssä. Moottoripyöränäyttelyn ajankohta oli 2. ja 5. helmikuuta 2012 välisenä aikana. Jatkokehityskohteenä on kahden kuljettajan yhtäaikainen käyttö</p>			
<p>Keywords</p> <p>Virtual Reality, Virtual environment, 3-D, Arduino, Interactive, Simulation, Unity3D, Terrain Simulation, USB</p>			

Acknowledgements

This project would not have been possible without the guidance and help of several individuals who contributed and extended their valuable assistance in the preparation and completion of this study;

My sincere appreciation goes to my supervisor, Dr. Topi Kallinen whose expertise and understanding encouraged me to shape my interest and ideas. I appreciate his assistance in writing this thesis and his pain-staking effort in proof-reading the drafts.

I would like to express my deep gratitude to the head of my department, Mr Arto Toppinen, for giving me an opportunity to be a major part of this development work, and also for providing me with invaluable insights throughout my degree programme.

A very special thanks goes to Mr Hannu Hoffrén, for his direction and technical support at all levels of the project development. His friendly help contributed immensely to the success of this project.

Finally, I would like to thank my family who taught me that I can do everything through Christ who gives me strength, and my friends both in Finland and Nigeria for their support and understanding throughout my studies at Savonia University of Applied Sciences.

Kuopio, 8 May, 2012

TABLE OF CONTENTS

1	INTRODUCTION	8
2	INTERACTIVE SIMULATION SYSTEMS	9
2.1	Overview.....	9
2.2	History.....	9
2.3	Digital Simulators	9
2.4	Visual Systems	10
2.5	Virtual Reality.....	11
2.5.1	Immersion.....	12
2.5.2	Interaction	13
2.5.3	Imagination.....	13
2.6	Virtual Environment Systems	13
2.7	Virtual Reality Modeling Language (VRML).....	15
2.8	Terrain Generation Systems	16
3	PRELIMINARY DEVELOPMENT STUDIES	17
3.1	The Sensor Module.....	19
3.2	Embedded Systems Module	20
3.3	Visualization.....	20
4	TECHNICAL REQUIREMENTS AND IMPLEMENTATION	21
4.1	The Interface Card	22
4.2	The Sensor Module.....	23
4.2.1	The Speed Sensor.....	23
4.2.2	Lean Angle Sensor	25
4.2.3	Brake Pressure Sensor.....	27
4.2.4	The dynamometer brake system	28
4.2.5	Lambda Sensor	29
4.3	Embedded Systems	30
4.3.1	The Arduino microcontroller	30
4.3.2	The Arduino Development Environment	31
4.3.3	Arduino Communication Protocol	32
4.4	Visualization.....	34
4.4.1	Unity3D engine.....	34
4.4.2	Unity3D interface and controls	34
4.4.3	The Unity3D terrain engine	37
4.4.4	Realization of the Motorbike and View	39

5	INTERFACING THE MODULAR UNITS	41
5.1	Programming Languages and libraries used.....	41
5.2	System run diagram	43
5.3	The Dynamometer Graph.....	45
5.4	Dynamometer Calculations.....	46
6	RESULTS AND EVALUATION.....	48
7	CONCLUSION.....	50
	REFERENCES.....	51
	APPENDIX A: Unity3D Installation and Set up for Serial Communication	53
	APPENDIX B: Project's Time-Plan	58

LIST OF ABBREVIATIONS

2-D	-	Two Dimensional
3-D	-	Three Dimensional
ACL	-	Agent Communication Language
API	-	Application Programming Interface
CGI	-	Computer Generated Imagery
CLI	-	Common Language Infrastructure
CSV	-	Comma Separated Value
DCE	-	Data Circuit-Terminating
DOF	-	Degree of Freedom
DTE	-	Data Terminal Equipment
GIS	-	Geographic Information System
HMD	-	Head Mounted Display
IC	-	Integrated Circuit
IDE	-	Integrated Development Environment
OCX	-	Object Linking and Embedding Control Extension
OPIC	-	Optical Integrated Circuit
PC	-	Personal Computer
RPM	-	Revolution per Minute
UART	-	Universal Asynchronous Receiver/Transmitter
UDOFT	-	Universal Digital Operational Flight Trainer
USB	-	Universal Serial Bus
VE	-	Virtual Environment
VGA	-	Video Graphics Array
VRML	-	Virtual Reality Modeling Language
WWW	-	World Wide Web

1 INTRODUCTION

This thesis presents the development of an interactive embedded systems test bed for motorbikes. It was developed at the Electrical and Information Technology research unit of Savonia University of Applied Sciences for Lekasteel Oy; a Finnish Motorbike Company located in Tuusniemi, Finland. The aim of this project is to develop an interactive and immersive three-dimensional (3-D) virtual environment simulation system that allows navigation and manipulation control for motorbikes through virtual roads with interactions in the virtual world while providing for necessary physical quantities involved with rigid bodies in motion. This development work is guided by studies from exploring the mechanical dynamics of live motorbike systems.

The objective is to develop a generic test bed system that is suitable for testing the performance of various kinds of motorbikes in motion, and also to allow the tuning of engines easily while ensuring safe conditions. It can also be used as a basic tool for evaluating the rider's personal psychological construction. The development of the system will be divided into modular units, namely the sensor module, the embedded system and the visualization module. The sensor module will deal with the setup and configuration of all the sensors involved in the project i.e. P1A50HR OPIC Photo-interrupter, Lambda sensor, potentiometer etc. The embedded systems will co-ordinate the signal flow and basic calculations while the visualization module will deal with the resulting graphical interactions. The visualization consists of a real-time graph developed in Visual Studio.NET 2010, and a 3-D virtual environment application in which the motorbike drives through. Each of these modules will then be interfaced together to form a whole system test bed.

The virtual interactions of this system will be viewed by projecting the rendered images onto a big screen. An advanced method of doing this includes projecting the images on surrounding screens.

In order to realize the goals of this thesis work, several questions have to be considered;

- How to model a near-realistic virtual environment to present physics behavior present in real world like gravity, collision etc.?
- How to calculate feedback to the motorbike in order to simulate hill-climbing experience?
- What is the minimum angle to which a motorbike can bend before it falls?
- How to minimize signal delay from one modular unit to the other?
- How to choose the appropriate programming language that suitable for accessing the computer's universal serial bus (USB) port?

These are all important factors to consider when planning this project. In order to develop a virtual 3-D environment, a game engine that incorporates various multimedia data into a single platform has to be used.

2 INTERACTIVE SIMULATION SYSTEMS

2.1 Overview

Interactive simulation systems are models which describe particular system's processes which are usually based on physical processes by making use of visual and interactive functionalities of modern workstation environments. This technique is different from traditional modeling techniques in which systems are only represented in linear languages and sketched. Simulators are equipped with functional models of the system they represent or in some cases, spare parts of the system they emulate. These models or system parts are driven by complex systems of computer-generated virtual reality engines to bring realistic senses to the user. (Nutt 1988, 1-3)

2.2 History

The first generation simulation systems grew out of a need for training air force pilots without exposing them to the risks involved. And as such, attempts were made in the early 1900s to achieve flight experiences by using ground-based trainers which can respond to aerodynamic forces. Out of those early forms of flight simulators are the Sanders Teacher and Eardley Billings, which were not so successful at that time due to the irregular nature of wind. (Page 2000, 1-4)

World War I led to increase in demand for flight trainers, and saw improvements in the design and controls of the simulators. The improvements also made provisions for simulating harsh wind conditions. Advancements in analogue computers during World War 2 paved way for the predecessor of modern flight simulators; flight motion calculations were solved using computers etc. (Page 2000, 5)

2.3 Digital Simulators

Digital simulators rely much on the digital computation powers of modern computers, which had limited memory capacities at that time and therefore could not be used for real-time flight equations. In 1950, the University of Pennsylvania led a research aimed at improving the speed and cost related issues of flight simulations. The University of Pennsylvania's Universal Digital Operational Flight Trainer (UDOFT) made it possible to find solutions to aircraft equations of motion which made real-time simulation possible, and also paved way for improvements to be made on digital simulators i.e. addition of motion systems to simulations. (Rolfe & Staples 1986, 32-34). Figure 1 shows a picture of the digital flight simulator.



FIGURE 1. Digital Flight Simulator (J.M. Rolfe and K.J. Staples 1986)

2.4 Visual Systems

The visual systems gave illusions and perception in simulation systems. The earliest visual system dates back to the late 1950s. They had only film systems and closed circuit television systems. Shots from real aircraft were used in the film system, and flight paths were simulated by distorting the shots from the aircraft to fit into the user's direction. General Electric USA later developed the first computer image generation (CGI) for simulation systems. They were able to generate ground plane images with patterns, and later developed the visual systems into full three dimensional images. (Rolfe et al. 1986, 35)

2.5 Virtual Reality

The invention of virtual reality in computer systems dates back to the early 1950s. In 1963, Ivan Sutherland a researcher at Massachusetts Institute of Technology (MIT) prototyped Sketchpad program which pioneered the use of graphical user interface in the world of computing. With Sketchpad, he could use a light pen to draw vector lines on a computer screen. Two years later, he designed and developed the Head Mounted Display (HMD) and an immersive 3D virtual environment. His work paved way for opportunities in Human Computer Interaction (HCI) research work. HCI describes the point at which computer science and human behavioral sciences intersect. (Shiratuddin, Kitchens & Fletcher 2008, 4)

Virtual reality describes an immersive 3-D virtual environment system which allows a user to manipulate and navigate through it while the user is experiencing interaction with the virtual environment rather than the computer (Guo, Fengli & Hong 2010, 1-3). In other words, the virtual reality system application senses a user's inputs, and manipulates the virtual scene which is generated from numerical data, in real-time according to the user's input. This makes the user feel immersed in the system, and therefore the mind can relate with non-existing things as if they do exist. (Figure 2.)

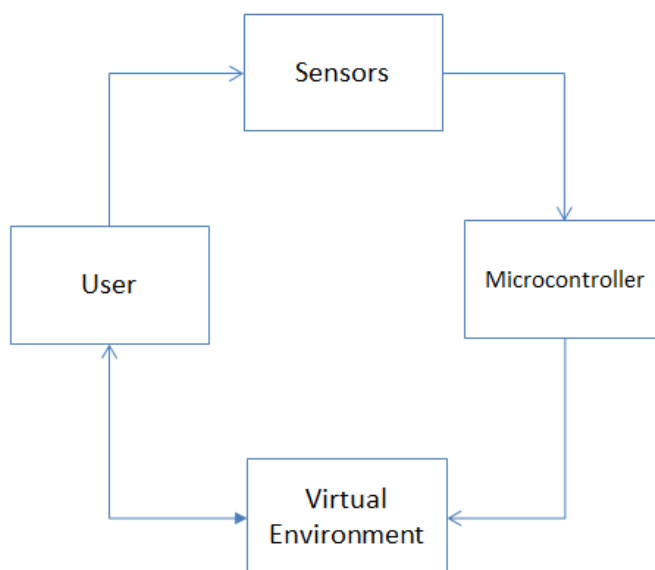


FIGURE 2: Block diagram showing the Virtual Reality system

Improvements and advances in virtual reality technologies have provided means of allowing interactive virtual environments (VE) to be implemented on personal computers for interactive software applications. It can be implemented in various fields e.g. military combat trainings, surgery and medical diagnosis, games industry etc. The three main functional components of virtual reality as described by Burdea and Coiffet 2003 is shown in Figure 3.

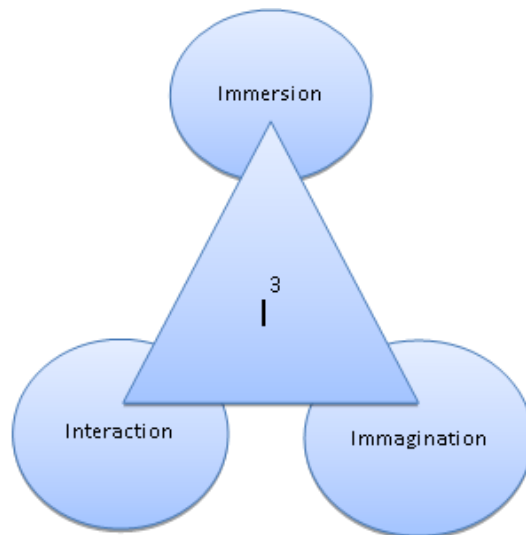


FIGURE 3. Components of Virtual Reality
(Burdea et al. 2003)

2.5.1 Immersion

Immersion describes a state of being engrossed into a virtual system thereby causing the consciousness of the real world to diminish as the user responds to stimuli presented by this virtual system. Immersive virtual reality systems make use of its basic controls from human responses i.e. for a user to view an object sideways, the user has to physically turn the head sideways. The rendering and animating of images in real-time provides a sense of immersion and increases the user's presence. These effects create depth perception and make it possible to have effects which are present in the real world. Further development work on this can help in training purposes. Furthermore, the visualization engine was made sure to render high quality images accordingly i.e. to amount to the user's speed. (Shiratuuddin et al. 2008, 5-9)

2.5.2 Interaction

Interaction is defined as the ability of a user to physically initiate actions that lead to movements in a virtual world. It also describes the level of responses virtual objects give in reactions to actions initiated by the user. Everything associated with input reads from the user which is applied to constructing display changes in the virtual environment. (Shiratuuddin et al. 2008, 5-9)

2.5.3 Imagination

Imagination describes the mind's capacity to perceive a world or environment that does not exist i.e. creating and placing non-existing objects. It gives meaning and understandable knowledge about virtual reality experiences. (Shiratuuddin et al. 2008, 5-9)

2.6 Virtual Environment Systems

These systems use interactive three dimensional virtual images, generated from geometrical data that give users the experience of immersion as they navigate through it. It is mainly characterized by stimuli or sensory modalities which cause direct interaction with the objects in the virtual system. This enables a user to integrate physical surroundings with the elements in the virtual system in real-time. It is very important for a VE system to feel realistic and immersive as much as possible. At the development level in VE systems, all the entities are modeled to point to realism. The navigation software interprets gestures from the input device and applies it into processing movements. This is made possible by mapping particular gestures into known familiar motions e.g. the forward key on the QWERTY keyboard can be mapped to an object's direction in the z-axis. Collisions can also detected by making the VE system search constantly for objects which might be occupying the same location in 3D-space, and therefore uses the physics engine to calculate the reactions that could occur from these collisions. (Fisher 1991, 1-6)

Virtual environment data types can be categorized according to the details of the virtual entity it represents in the virtual environment. Figure 4 shows an example of a virtual environment developed from three different categories of data types in the virtual environment, namely; graphical, functional and measurement data type.

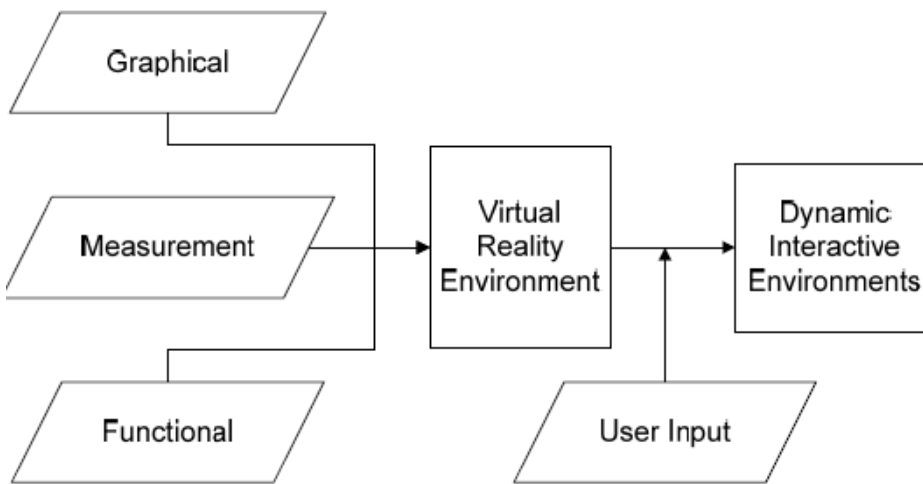


FIGURE4. The data types to create an immersive virtual environment (Lecakes Jr.,Morris, Schmalzel and Mandayam 2008, 2)

The graphical data consist of the geometric information of the objects which are presented as physical objects in the virtual environment by two or three-dimensional spatial objects similar to the real objects they represent. Their geometric data structures consist of polygons, b-splines, subdivisional surfaces etc., and they are rendered along with other different materials to determine interactivity with light. This contributes to the main idea and creation of illusion in the virtual world. Measurement data on other hand are signal information from the sensors. Functional data are entities created through analysis of all graphical and measurement data. Examples include the simulation or mathematical models created from the combination of the graphical data and raw information from the sensors. (Lecakes Jr.,Morris, Schmalzel and Mandayam 2008, 2)

Virtual environments can either be single or multi-user. In the single-user mode, users can only interact with the environments and objects in the environment, but not with other users exploring the same virtual environment. In the multi-user mode, the users, also known as avatars can interact with the virtual environment and also with other users or avatars present in the virtual environment. Interactivity between avatars in multi-user virtual environments helps promote collaboration in achieving tasks. The architecture of a collaborative multi-user virtual environment is usually based on the client/server model in which a node coordinates the connectivity issues and activities of the whole virtual environment. This kind of architecture fits into a good method of using Virtual Reality Modeling Language (VRML) to develop a web-based virtual learning space for a distributed learning virtual environment. (S. Burga, S. Tanasă and M. Brut 2002, 45-51)

2.7 Virtual Reality Modeling Language (VRML)

The Virtual Reality Modeling Language (VRML) is a platform-independent descriptive language for interactive 3-D graphics particularly developed for the World Wide Web (WWW). The 3-D models are made up of polygons with dynamic functionalities and behaviours. VRML presents 3-D worlds to users in two dimension (2-D) screens as vector graphics, in which the world view is constantly recalculated and presented to the user as the user changes the vantage point (Liu, Luo, Zhu and Xiong 2009, 1-4). The VRML files are text-based, defined inside nodes and they describe virtual models using standard syntax. Figure 5 shows an example of a cylinder node with well-defined geometrical properties such as height, radius, side, bottom and top;

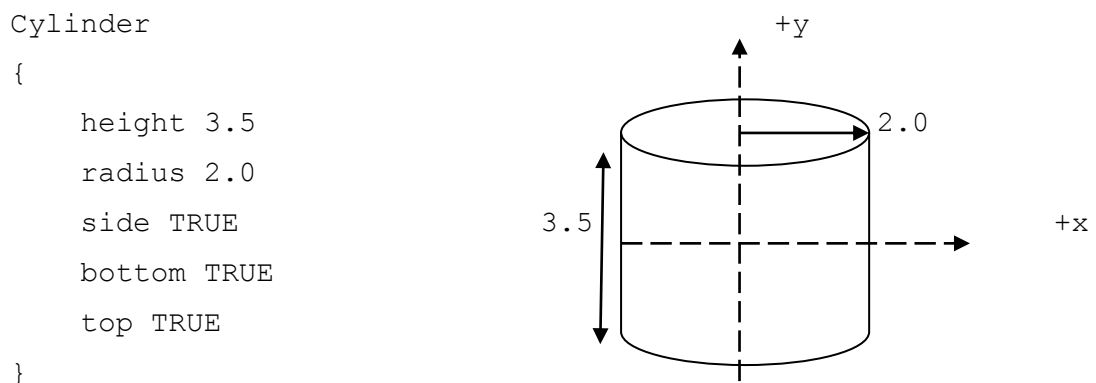


Figure 5: An example of a VRML-based Cylinder node

VRML-based virtual environments are commonly deployed in web-based multi user games and collaborative virtual environments. An example is a VRML-based multiplayer soccer game. The virtual soccer players are all connected from different human users except the goal keepers which are autonomous agents and are developed not to go against the rules of the game. The soccer players are allocated roles and programmed to retrieve information about their current positions relative to the soccer ball, the goal area and other agents in the distributed environment. The soccer players then make decision or act based on these informations. Agent communication language (ACL) is used to develop the game protocol and coordinates how messages are processed in the multiplayer gaming environment. (Huang, Eliens and Visser 2002, 1-7)

2.8 Terrain Generation Systems

There are different kinds of terrain generation systems. And what they actually do is to create elevation values over a grid in such a way that the final model resembles the surface of the earth. Some methods of terrain generation includes sculpting techniques, geographic information system based techniques and procedural techniques. (Ong, Saunders and Leggett 2005, 2)

Sculpturing involves using modeling software e.g. Maya, 3D Max etc. to manually draw the terrain. Although it is time consuming, it gives a user the ability to create the terrain to the user's skills and also grants the user the total control over the terrain details i.e. it is dependent on the skill of the user. Meanwhile, GIS-based techniques are based on creating terrains from geographic data of actual locations, and using special software to model and render it into similar terrains having the same measurements. GIS measurements can be gotten from satellite images, land surveys etc. Google Earth is a good source to extract geographical data for free.

The Procedural technique on the other hand is done by using computer programs to generate terrains which resemble the earth, and the entities associated with it such as erosion, tectonics etc. This technique is usually faster and much easier to use than the rest. Thereby, it is more popularly deployed in games industry. An example of such is the Unity3D game engine, which is a game engine with embedded terrain engine system (Figure 6).

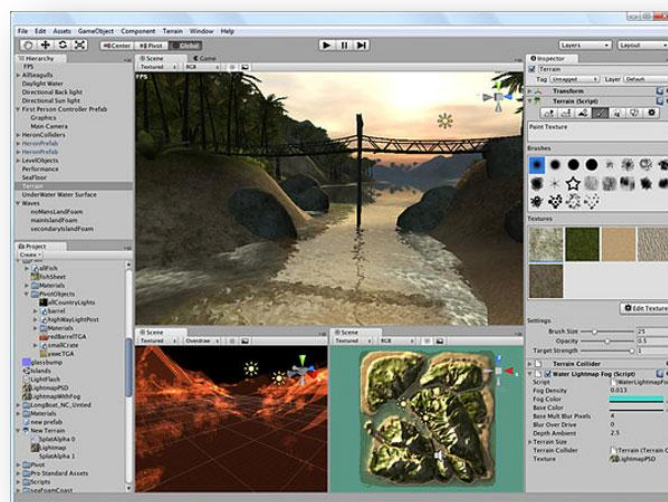


FIGURE 6: Unity3d terrain generation (Source: Education Scotland, UK)

3 PRELIMINARY DEVELOPMENT STUDIES

There are several simulators for different kinds of vehicles, and these simulators are usually built with controls to resemble the model of the vehicle and its environment. User inputs are fed into the simulator engine, which computes the state and updates the virtual environment. In advanced cases, there are provisions for restricted movements on the seat platform which gives the user a feeling of immersion (Scherfgen 2008, 2). Earlier work in motorcycle models as described by Prof. Robin S. Sharp in 1971 suggests a model consisting of two rigid bodies that are joined together through a conventional steering joint and two wheels. This model investigates the stability and sensitivity of the motorcycle to geometrical and pneumatic variations. (R.S. Sharp, 1971)

Figure 7 presents a model of a motorcycle with the six body-system and 11 degrees of freedom (DOF). The bodies include the front and rear wheels, the front and rear assemblies, the rear arm and the front mass. The rider is seated on the rear assembly and the front and rear assemblies are connected together by the steering mechanism. The 11 DOF is shown as labeled in Figure 7.

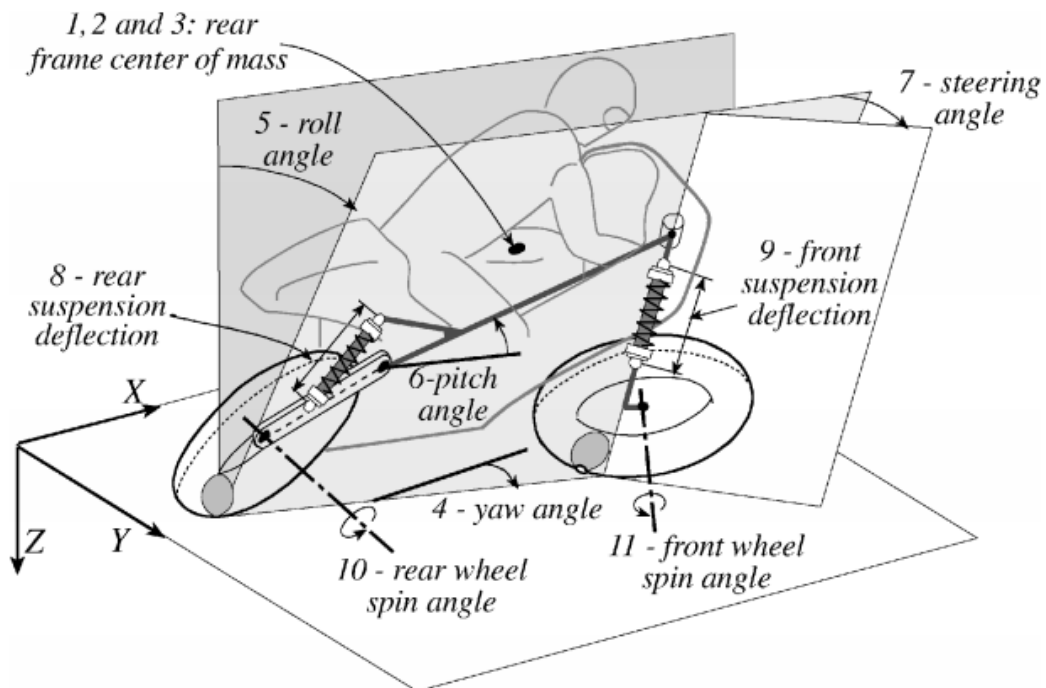


FIGURE 7. Motorcycle model with eleven degrees of freedom (Bortoluzzi, Doria, Lot 2002)

This thesis is guided by studies from exploring the mechanical dynamics of a live motorbike. The motorbike simulation test bed development is modular i.e. the development process is separated into three modular units, with each module having its own independent task; the sensor module, the embedded systems and the visualization module. This architecture allows each modules of the system to be developed and tested individually thereby making the development faster. Also, by breaking up the process into modular units, each module only needs to be modified if need be, rather than having to change or modify the entire system which increases the chance of human errors due to the workflow as illustrated in Figure 8.

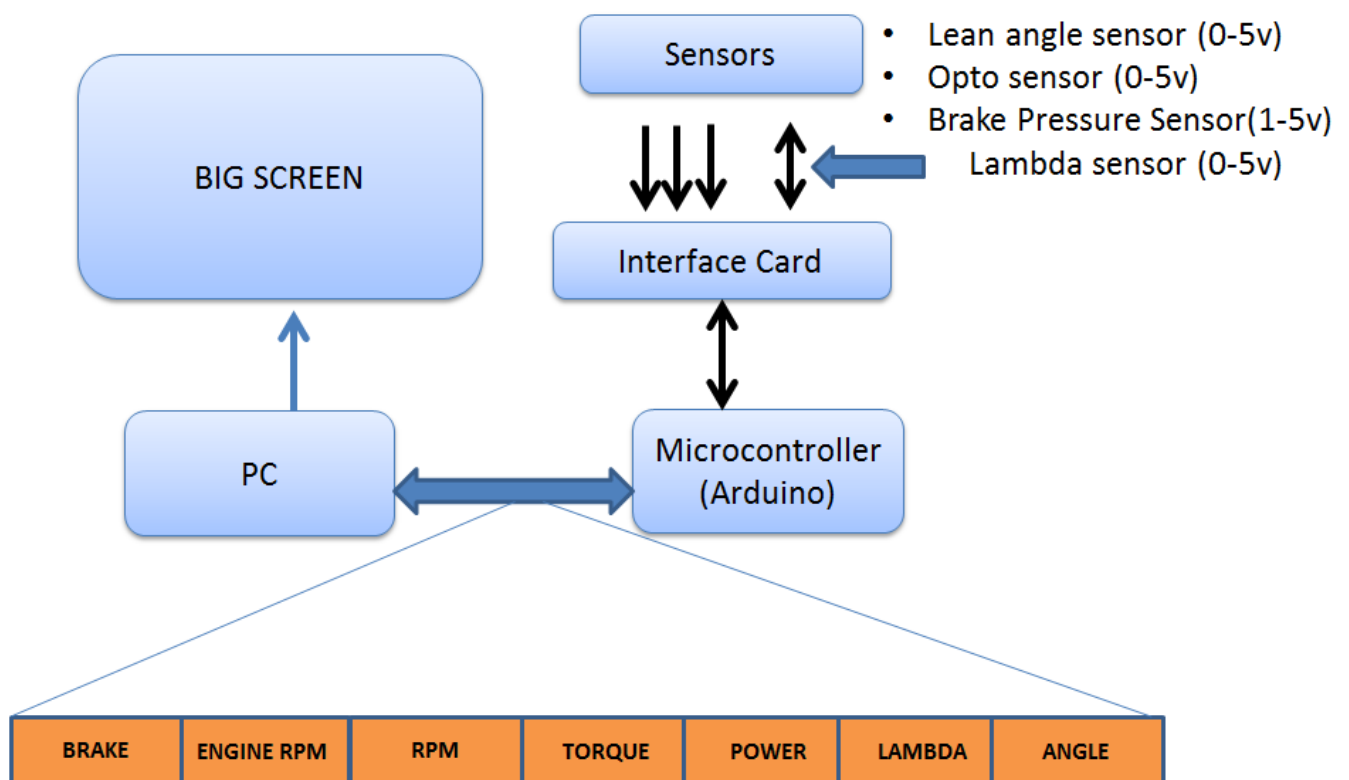


FIGURE 8. Workflow of the motorbike simulation modular units

3.1 The Sensor Module

This module consists of all the essential components that read and transform physical characteristic quantities of the motorbike system into output signals. The output signal is mostly electrical signal. The kinetic quantities to be measured in real-time are listed as shown in Table 1.

Table 1: Quantity measurements

Quantity	Sensor
Rear wheel Velocity	Photo-interrupter
Lean angle	Potentiometer
Engine RPM	Lambda Sensor
Brake Pressure	Pressure sensor

The quantities have basic measurement according to the features that are needed in the simulation system. For example, the requirements to consider in measuring the lean angle according to the design (see Figure 9) is listed below:

1. The system shall have an absolute tracking of the lean angle between $+20^\circ$ to -20°
2. The system's speed shall be accurate to within ± 0.065
3. The system shall track motion in three dimensions i.e. x, y and z-axes.

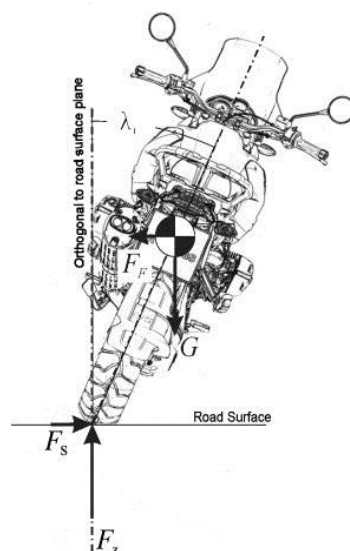


FIGURE 9: Lean angle (Seiniger, Schröter and Gail 2012)

3.2 Embedded Systems Module

This module handles the processing of output sensor data from the sensors by the microcontroller unit at a specified speed and sends results as streams to the PC for calculating states in the visualization software. It also drives the other module and ensures consistency in the signal workflow. Delays are minimized as much as possible, and error checking is also done in this to ensure that the right data format is delivered from end to end.

3.3 Visualization

This module interprets interactions and displays data values sent from the embedded systems into coordinate system transformations for two-and three-dimensional graphical elements which have the right quantity of abstraction, and are mapped onto a two-dimensional display i.e. projected screen. The visualization occurs at run-time i.e. during program execution, and sends back appropriate feedbacks over specific situations. An example is the visualization of the scenario whereby a rider accelerates on a race track. The visualization module can also include visual analysis and graphs which present the drive cycle of the motorbike.

The road track in the virtual world should be modeled to be photographically realistic, with texture-mapped images of highways and motorways depending on the scene selection. The lighting should be suitably calibrated using an ambient lighting model e.g. directional lighting, to resemble ambient weather conditions. The main testing with live motorbikes will be carried out at Lekasteel facility in Tuusiniemi. All the motorbike's motion and control measures will be recorded for data analysis. Videos will also be taken for further analysis of the manipulation and navigation techniques of the motorbike in the virtual world.

Realistic interactions in the virtual environment rely on the system of flow of data between the modules. Fast refresh rates, accurate collision detection and rapid data transfer is required to provide realistic interactivity for the user.

4 TECHNICAL REQUIREMENTS AND IMPLEMENTATION

According to Figure 10, the motorbike simulation test bed consists of a standard personal computer (PC), Intel Core i5 CPU with 4 GB of RAM and NVIDIA graphics card. Also, it includes sensors which measure the required quantities, a braking system and a graphical display of the simulation system's user interface and virtual environment. The PC runs the visualization software that renders all the graphics present in the virtual environment. The PC is connected to a digital projector to display it on a screen with a VGA output resolution of 1280x1024 as shown in Figure 10. The motorbike itself is clamped to a mechanical bench that allows some inertial effects.



FIGURE 10. The central processing unit of the system (Photograph: Ashaolu 2012)



FIGURE12: Motorbike mounted on the mechanical bench platform (Photograph: Ashaolu 2012)

The mechanical bench was constructed by Lekasteel Oy at the company's facility located in Tuusiniemi, Finland. The platform consists of wheels located under the bench towards the rear end and adequate braking systems that supports the rear wheel. According to the Figure 11, the motorbike is immobilized on the platform by using the front clamp to fasten the front wheel of the motorbike to the mechanical platform.

4.1 The Interface Card

The interface card is a printed circuit board as shown in the Figure 13, which provides an interface between the sensors and the microcontroller. The sensors will be connected to the microcontroller via the interface card. The interface card was designed using the Eagle printed circuit board design software.

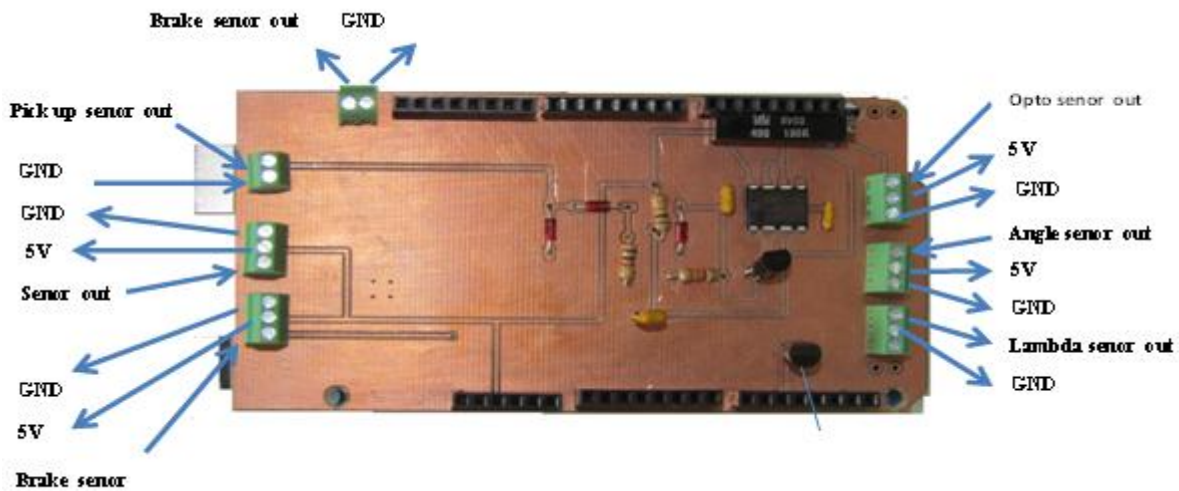
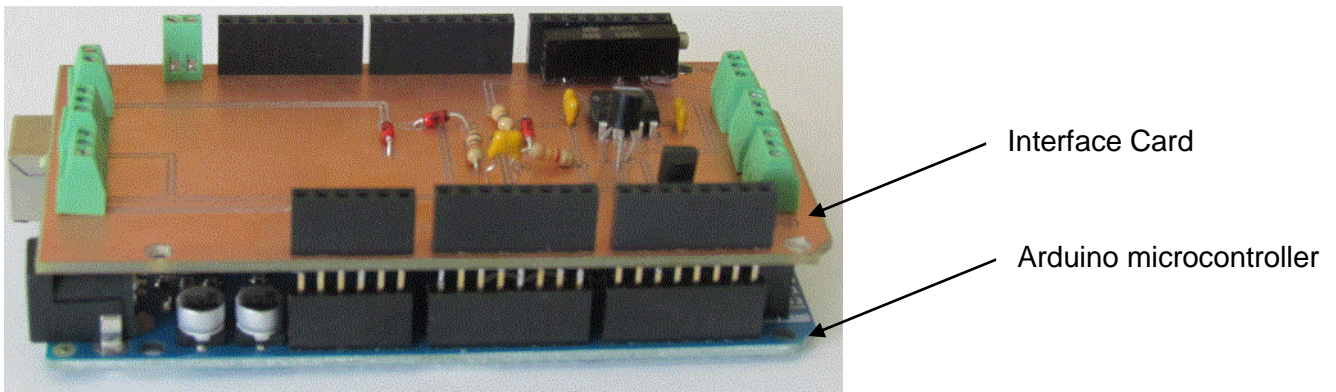


FIGURE 13. The interface card (Photograph: B.Polat)

(a) Side view of the interface card

(b) Aerial view of the interface card

4.2 The Sensor Module

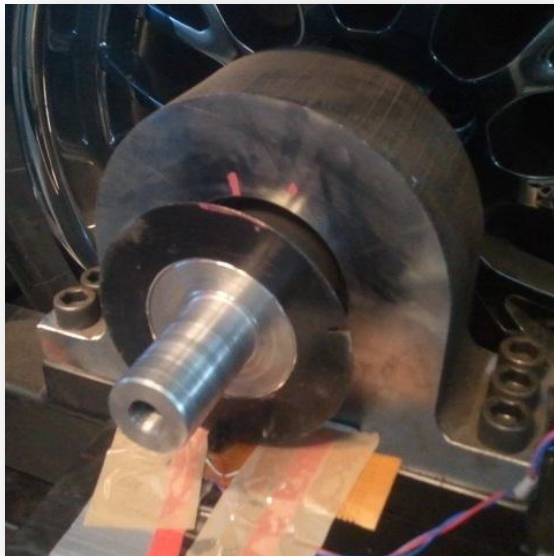
4.2.1 The Speed Sensor

The speed sensor measures the speed of the motorbike by counting the number of turns the rear wheel makes in one minute. It was constructed from a GP1A50HR Optical integrated circuit (OPIC) photo-interrupter (see Figure 15). The principle of measurement of the speed sensor is based on the operation of a photo-interrupter which is mostly made up of two major parts; an infrared emitter and an infrared detector, both standing uprightly separated from each other in a "U" shape. These two parts are arranged in such a way that infrared light can shine across the "U"

ends, onto the detector and they can detect object whenever it passes in between the emitter and the detector i.e. breaking the beam of infrared lights. The GP1A50HR Optical IC photo-interrupter has a slit width of 0.5mm, and it is suitable for measuring rotations of slotted wheels or discs. The OPIC generates an interrupt whenever it is able to shine through to the photo-transistor. The disc is placed in between the “U” shape of the photo-interrupter, and whenever the disc rotates to the slit point, an interrupt is generated. This technique offers a simple and cost-effective method of counting and measuring the rotation of the motorbike wheel, which on contact with the wheel of the mechanical platform, drives it and subsequently drives the attached slotted disc. (See Figure 14)



(a)



(b)

FIGURE 14. The OPIC opto sensor point of attachment to the mechanical platform

(a) Magnified image of the slotted disc and the OPIC opto sensor

(b) The OPIC opto sensor positioned at the tip of the slotted disc to measure the RPM of the wheel

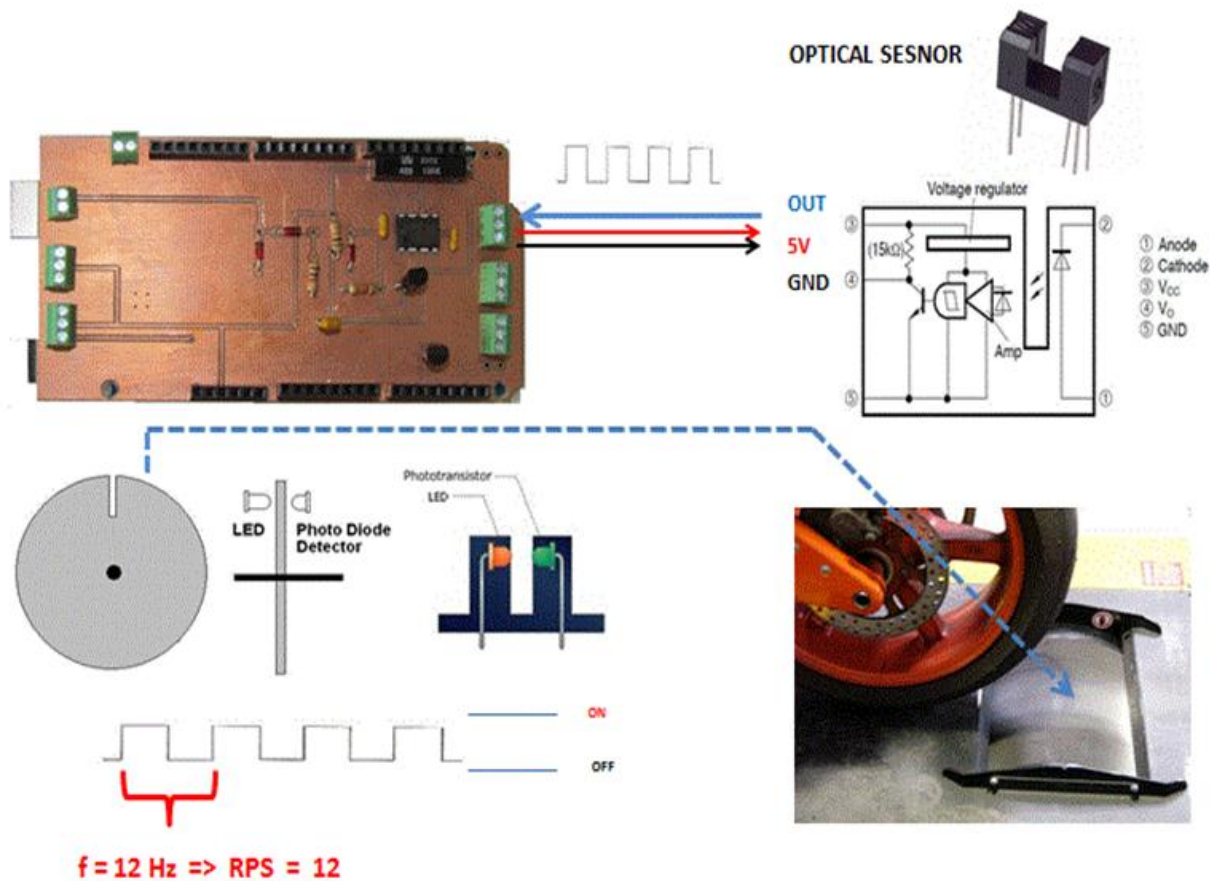


FIGURE 15. Speed measurement by using the GP1A50HR OPIC photo-interrupter (Polat 2012)

Figure 15 shows an illustration of the measurement method at a frequency of 12Hz, and supply voltage of 5V to the OPIC opto sensor.

4.2.2 Lean Angle Sensor

The lean angle sensor is composed of a potentiometer. A potentiometer is an electro-mechanical transducer that converts linear or rotary motion from the operator into variations of resistance values. This can be used as a tilt sensor by wiring its outputs to the arduino analog pins. The angle sensor requires a high precision in order to accurately count turns of axle. The operating principle is based on potentiometry; a linear change in angle from 0 to 180 degrees. The resistance on both sides of the wiper varies as a function of the angle of rotation i.e. by simply turning the shaft of the potentiometer.

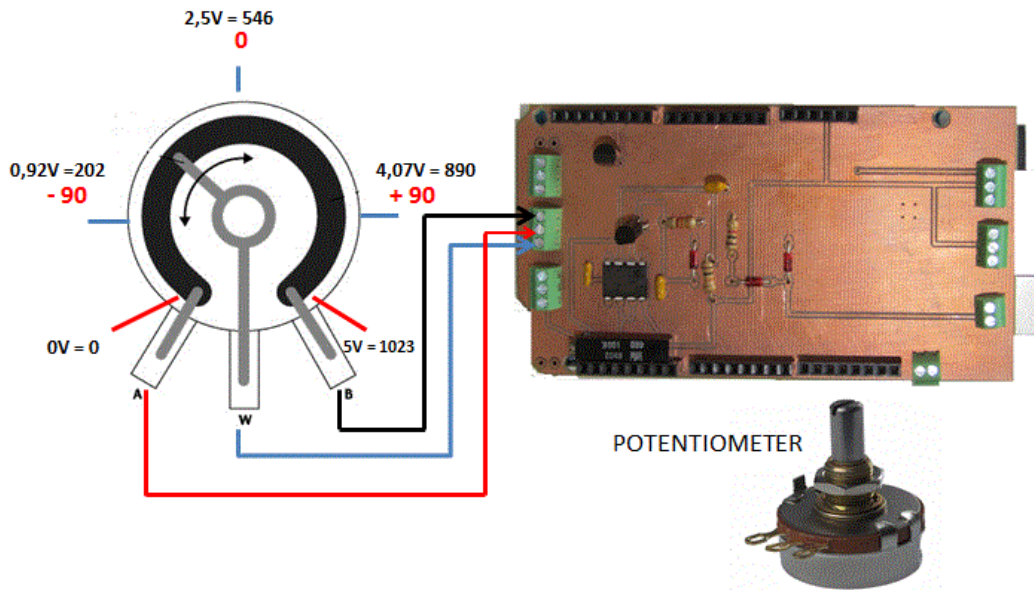
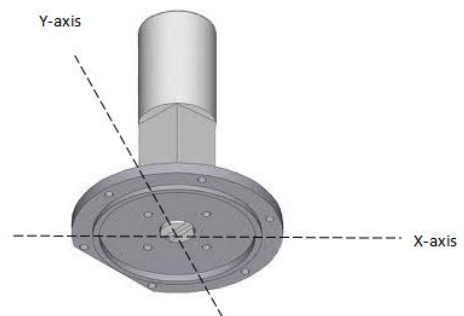


FIGURE 16. Calibration of the lean angle measurement

According to figure 16, the turning effects from 0° to $\pm 90^\circ$ relatively changes the degree of closeness of the pin to the 5V supply voltage and 0V ground voltage, to give different outputs; 0 to 1023. This sensor was installed by mounting the sensor housing to a fixed base, and coupling the rotating shaft to the rotating element.



(a)



(b)

FIGURE 17. Lean angle sensor installation. (a) Potentiometer at the point of attachment to the mechanical platform. (b) Orientation of the potentiometer in the x-y coordinates.

According to figure 17 (a), the area marked in red colour shows the potentiometer at the point of attachment to the tip of the mechanical platform. The potentiometer was installed in such a way that the turning effect of the motorbike on the bench turns the rotating shaft of the potentiometer and therefore measures the lean angle of the motorbike in the x-y coordinates. This can be further developed to correspond to the allowed lean angle at specific speeds, to emulate real life situations.

4.2.3 Brake Pressure Sensor

The MSP 300-2k5-P-4-N-1 pressure sensor was used to substitute a brake pressure sensor which was difficult to acquire at the time of the thesis work, and a suitable alternative had to be estimated. The brake pressure sensor was included as a dependent variable needed to avoid collisions in critical situations by slowing down the speed of the motorbike. The MSP 300 pressure sensor gave satisfactory measurements at the transducer's supply voltages between 5V to 30V, and output voltage signals between 1V to 5V. The sensor pressure ranges between 0 to 170bar, whereas the motorbike's pressure ranges between 0 to 60bar. Figure 18 below shows the connection to the interface card.

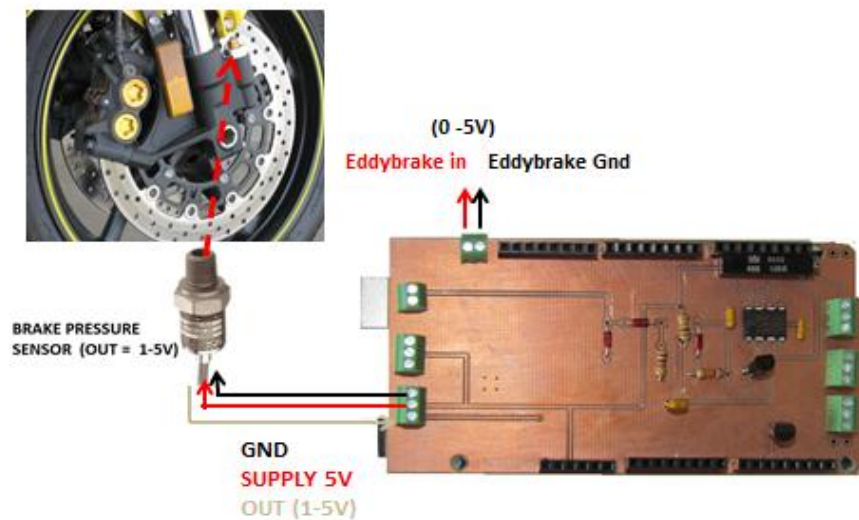


FIGURE 18. The Brake pressure sensor

4.2.4 The dynamometer brake system

The dynamometer brake used is an electromagnetic brake (Eddy brake current), and it reduces the speed subsequently during simulation in order to withstand the 400kg mass of the fly wheel. The pressure sensor controls the brake by measuring the pressure of the brake fluid line. This is a prototype, so therefore the air resistance factor and the angle variations which ensure a more precise measurement are not taken into account. The power is rated at 400kW and controlled by 192V direct current. Figure 19 shows a picture of the setup and a block diagram of the setup.

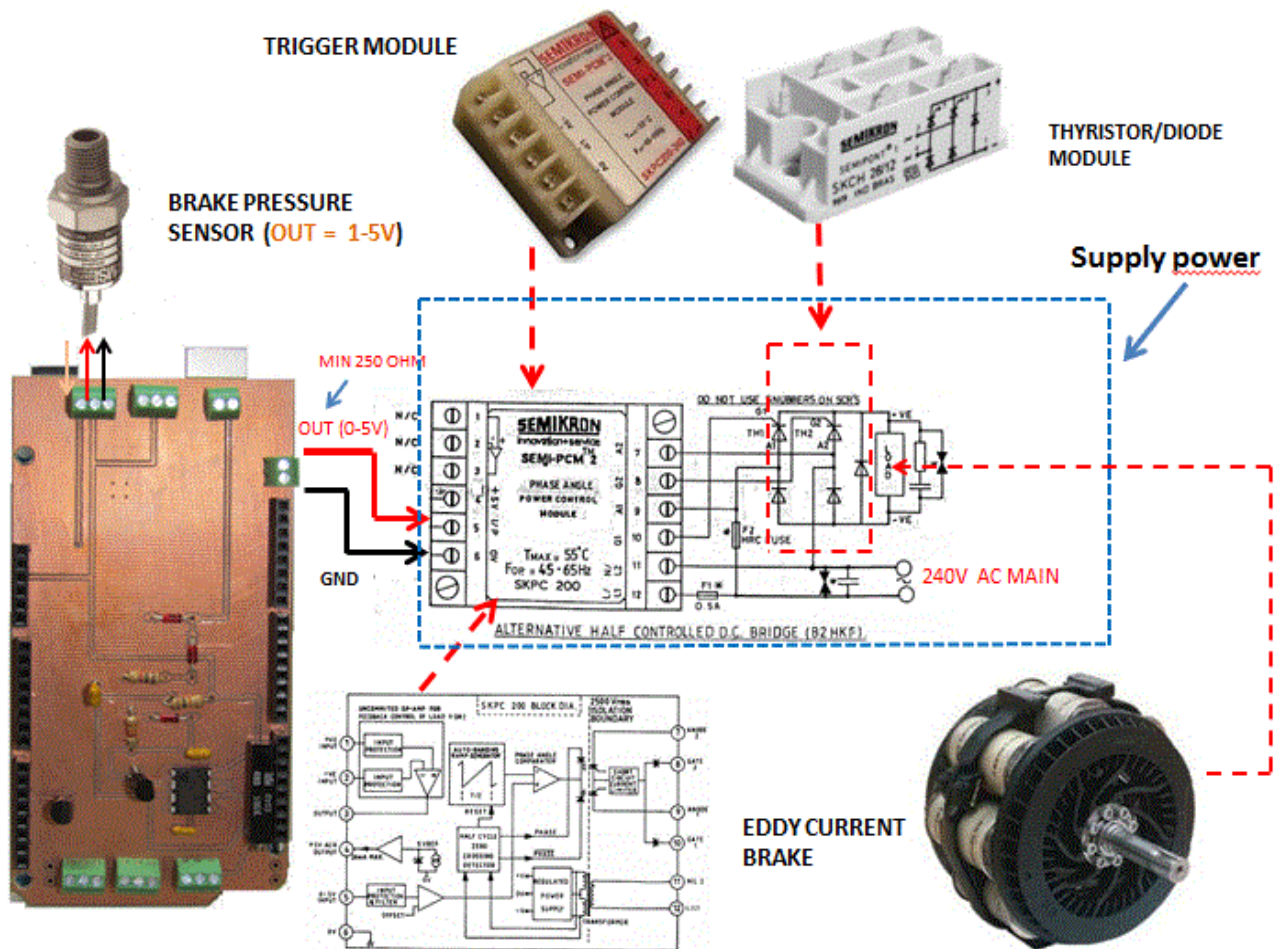


FIGURE 19. Set up of the dynamometer brake system

4.2.5 Lambda Sensor

Lambda sensor measures the oxygen and lambda values of the motorbike's engine. The sensor is of the type Bosch LSU 4.2, a dual planar ZrO₂ current sensor with an integrated heater. The output ranges between 0 to 5v, and it can be easily mounted on the exhaust pipe. It was calibrated in volts. Figure 20 shows the wiring of the sensor module

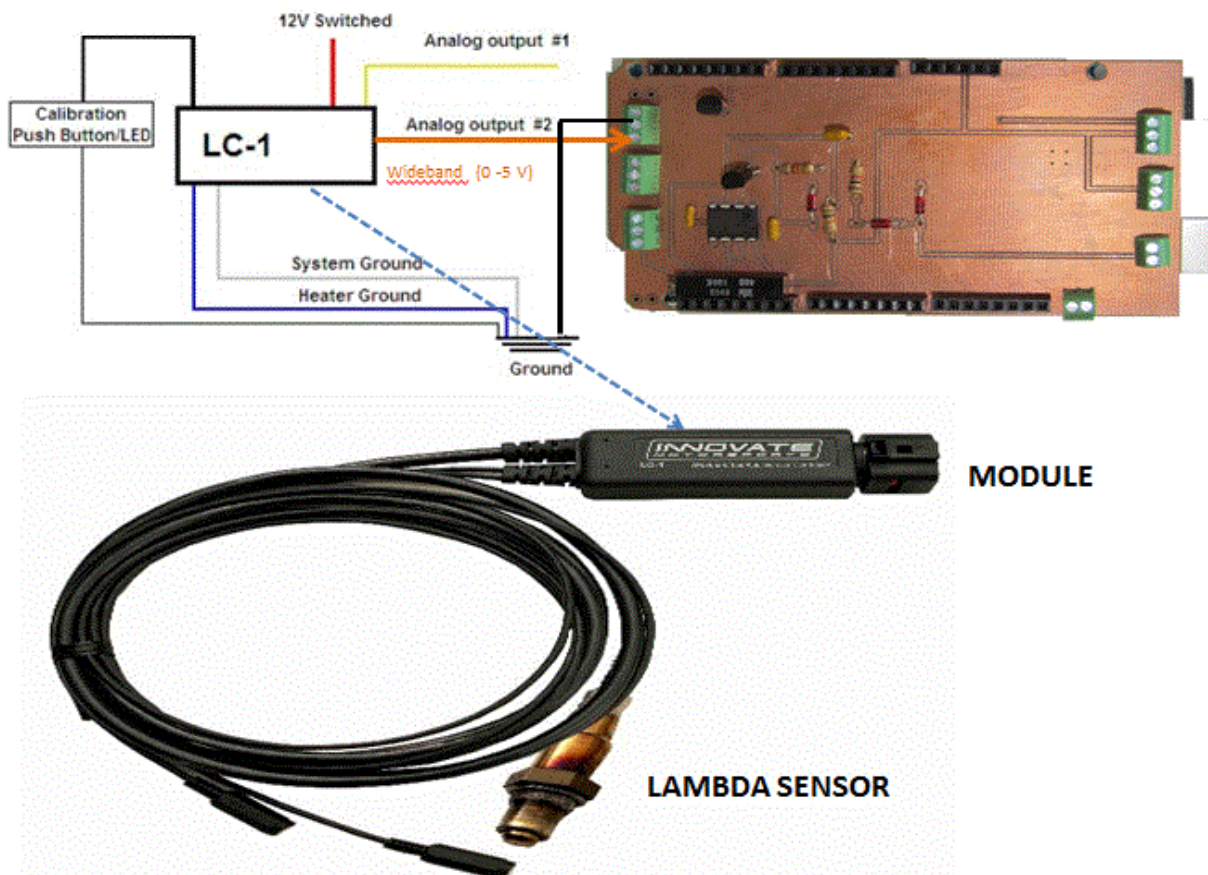


FIGURE 20. Lambda sensor and the controller

4.3 Embedded Systems

4.3.1 The Arduino microcontroller

An Arduino microcontroller is an open source programmable hardware, in which the onboard microcontroller is programmed using the Arduino programming language called Wiring, an open source programming language for microcontrollers. The Arduino core libraries are written in C and C++ programming language, and compiled using the avr-gcc and the AVR Libc. The development environment (IDE) is written in Java and it is based on Processing development environment. Both the programming environment and the bootloader are freely distributed, and also the printed circuit boards reference designs (Eagle CAD), is distributed under a Creative Commons Attribution Share-Alike License thereby making it an open source platform for both personal and commercial customized designs.

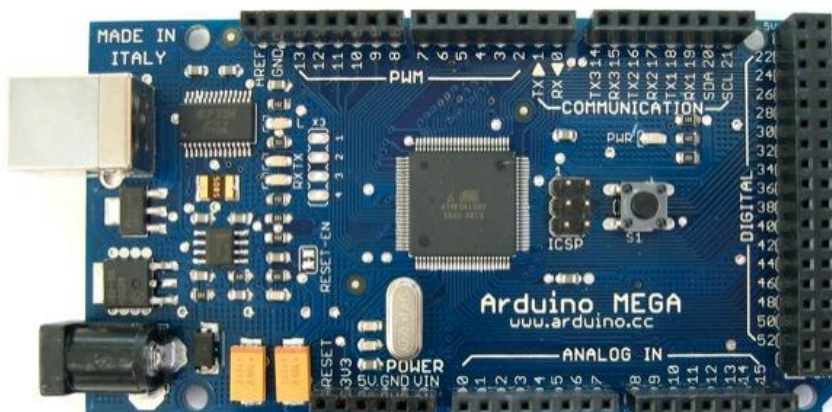


FIGURE 21. An Arduino MEGA board (Arduino Microcontroller)

Arduino board interacts with the environment by taking inputs from sensors and switches, controlling different types of lights, motors etc. Some common examples of Arduino boards include Arduino Uno, Arduino Duemilanove, Lilypad Arduino and the Arduino Mega which was used in this thesis work. The Arduino Mega is equipped with an ATmega1280 microprocessor, 16 analog inputs, 54 digital input/output pins which can be specified using the `pinMode()`, `digitalWrite()` and `digitalRead()` and operating at 5 volts, while providing or receiving a maximum of 40 mA, and internal pull-up resistor of 20k Ω - 50k Ω . The analog inputs provide 1024 different values, while measuring from ground to 5 volts Table 2 gives a summary of Arduino Mega:

Table 2. The Arduino Mega

Microcontroller	ATmega1280
Operating Voltage	5 V
Input Voltage (recommended)	7-12V
Input Voltage (limits)	6-20V
DC Current per I/O Pin	40 mA
DC Current for 3.3V Pin	50 mA
Flash Memory	128 KB of which 4 KB used by bootloader

4.3.2 The Arduino Development Environment

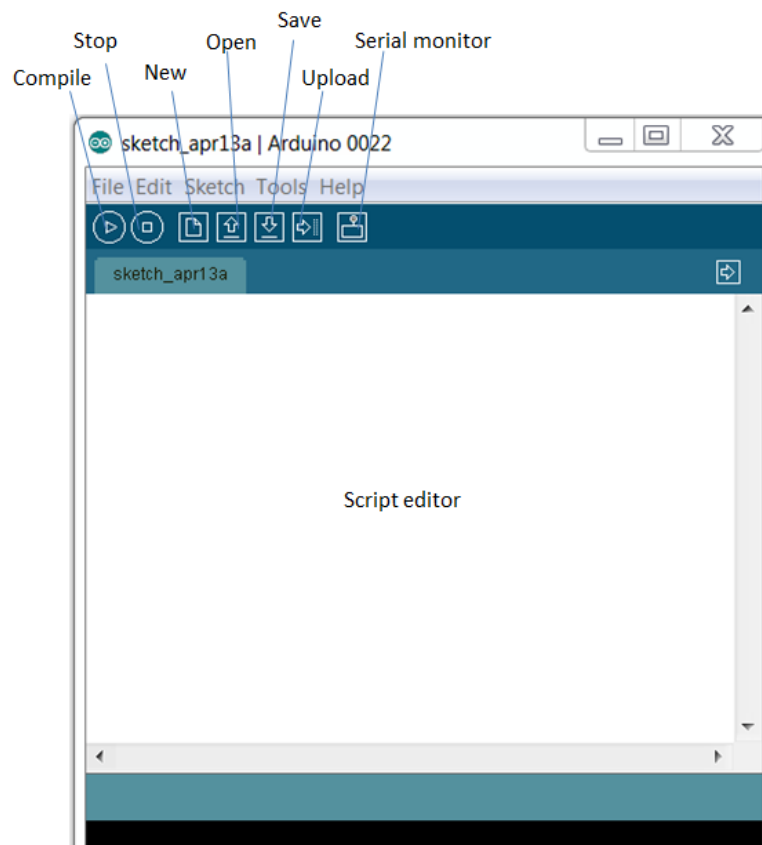


FIGURE 22. Arduino development environment

In Figure 22, an Arduino development environment includes a toolbar, series of menus, a text editor and a command line console. Codes written in Arduino are called sketches, and have the file extension .ino. The Arduino IDE uses command line tools to compile and upload source codes to the microcontroller. During source code compilation process, the IDE checks the size of the source codes against the available memory in the microcontroller. If the source code is larger than the available memory, it flags an error message in the console. The Arduino platform is available for Windows, Linux and OS X platforms

4.3.3 Arduino Communication Protocol

The use of a single wire to transfer data is known as Serial communication. Parallel communication on the other hand involves using group of wires to transfer data simultaneously. The standard of serial communication is the RS-232, which is a set of standards for serial binary single-ended data between Data Terminal Equipment (DTE) and Data Circuit-terminating Equipment (DCE). The hardware connection can either be an RS 232 port or the universal serial bus. Arduino microcontroller board supports serial communication through its RS232 serial port, a Universal Asynchronous Receiver/Transmitter (UART). A UART is a microchip with programming that changes data between parallel and serial forms. It communicates directly with a host PC or other devices for both data acquisition and control. The Virtual COM port drivers which are included in the Arduino board installation files, convert the USB connection on the PC into COM port for file transfer using the standard serial communication (RS232 interface). It also has the digital pins 0(RX) and 1 (TX) which can be used to connect serial interfaced wires into Arduino. The Arduino programming language comes with serial application programming interfaces (API) which are contained in the serial library. Table 3 below highlights some of these common functions:

Table 3. Arduino programming serial functions

Function	Description
Serial.begin()	Sets the baud rate for data transmission
Serial.available()	Gets the number of bytes available for reading over the serial port
Serial.read()	Reads the first byte from incoming serial data
Serial.print()	Prints data to the serial port
Serial.println()	Prints data to the serial port followed by a carriage return character and a newline
Serial.write()	Writes binary data to the serial port
Serial.flush()	Flush the buffer of incoming serial data
Serial.end()	Terminates serial communication

Data is sent over the serial port through the Serial object at a certain baud (rate of data), usually 9600. The `println()` and `print()` methods are used to print data to the serial port. The following example prints “Hello world” to the serial monitor.

```
void setup()
{
    Serial.begin(9600);
    Serial.println("Hello world!");
}
```

Receiving incoming data also requires a similar process. The `Serial.available()` method is used inside the `loop()` method to check if any serial data has arrived. The received data is stored in a variable i.e.

```
int MyData = 0;    // for incoming serial data
void setup()
{
    Serial.begin(9600); //opens serial port, 9600kps data rate
}
void loop()
{
    // send data only when you receive data:
    if (Serial.available() > 0)
    {
        // read the incoming byte:
        MyData = Serial.read();
        Serial.print("Received is: ");
        Serial.println(MyData, DEC);
    }
}
```

The Arduino collects the data from the sensors at given time intervals, which is determined by the given sample rate of the arduino microcontroller. For example, a sample data rate of 500 a second from the OPIC photo-interrupter will give 500 voltage values every second from the photointerrupter.

4.4 Visualization

4.4.1 Unity3D engine

This section discusses the development of the visualization of the motorbike simulator using Unity3D, a game engine. The virtual environment with the roads and road objects was developed in the Unity3D engine development tool. Unity3D is cross-platform game engine software. It supports three scripting languages which are open-source Mono framework; C#, JavaScript and Boo (a dialect of Python). Unity3D also supports varieties of assets including animations, textures, sounds and allows imports of 3D models created in Maya, 3D Max, Blender etc. A custom rendering engine is combined with nVidia PhysX physics engine to render real-time graphics and perform collision detection and response to the virtual environment. The physics engine properties gives mass, drag, collision detection etc. to objects. By interfacing the embedded systems with the virtual environment, the motorbike control data can be used to accelerate and steer a rigid body in the virtual environment. The user's input from the sensors correlates with the throttle of the virtual game object representing the motorbike.

4.4.2 Unity3D interface and controls

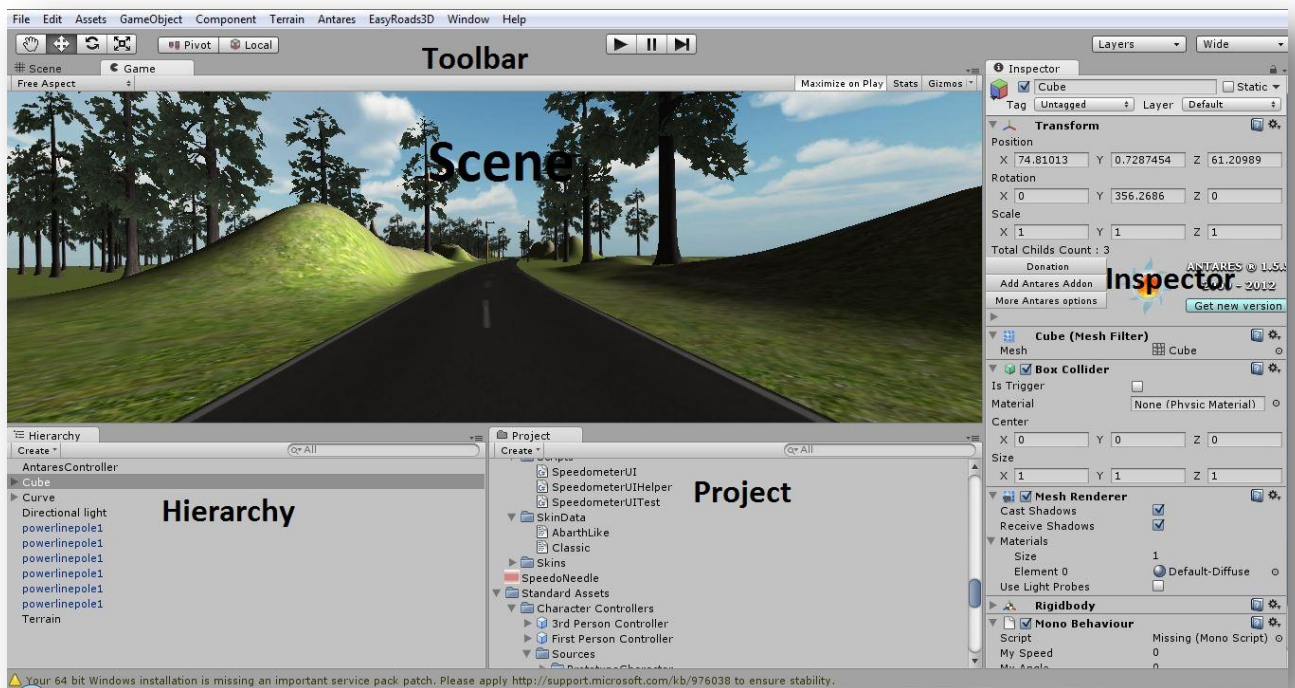


FIGURE 23. Unity3D Editor

The interface is made up of five tabbed windows; Hierarchy, Inspector, Game, Scene and the Project as seen in Figure 23.

The hierarchy lists all the game objects in the current scene, usually in a tree form that shows the relationships existing between the game objects. Figure 24 shows the motorbike game object parenting the camera game object and the camera object inherits properties of the motorbike object i.e. speed, rigid body etc. Parenting in Unity describes a concept of objects when dragged into a desired parent object; the dragged object becomes a child object and inherits the movement and rotation of its parent (unity.com).

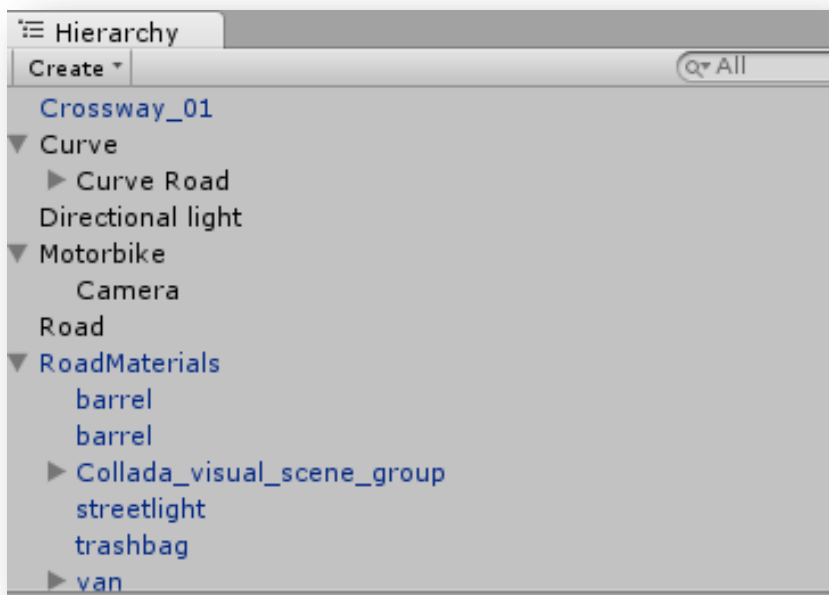
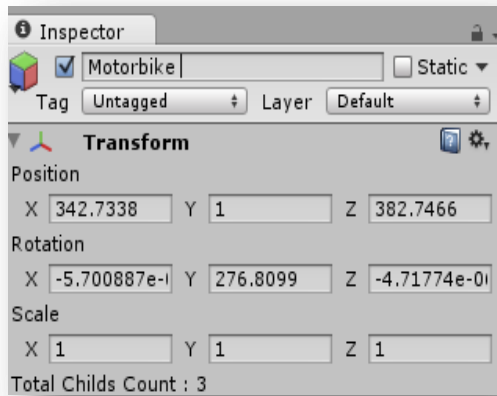
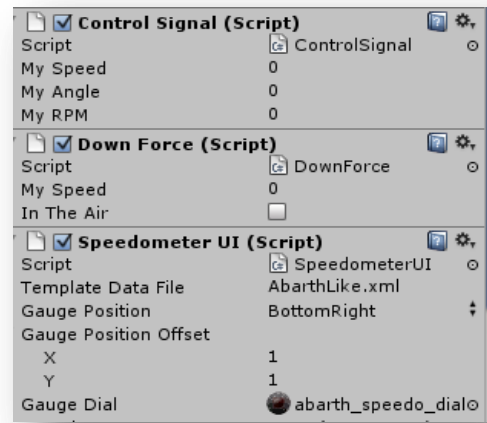


FIGURE 24. Hierarchy tab arranging objects according to the relationships

The relationship between the motorbike and camera object was needed to give the rider a feeling of perception and immersion. For example, as the motorbike experiences slight vibrations on rough terrains or due to collisions, slight vibrations are also perceived in the rider's view (camera).



(a)



(b)

FIGURE 25. Inspector window

- (a) Shows the transformation of the selected Motorbike game object, in the world axes
- (b) Shows the attached scripts

The inspector shows a detail list of all components and values of the selected game objects in the scene. It also shows the scripts attached to the objects. Figure 25 shows the inspector window of the motorbike, listing the transformation and rotation values. The motorbike object has three scripts attached to it. The Control signal script is a c# script which handles the collection of digital signals from the embedded systems, and applies it to the motorbike object. The Down force written in c# makes sure the motorbike is always in contact with the ground (Y-position = 1), and applies a downward pull force whenever the motorbike jumps from a cliff. This prevents the motorbike object from flying.

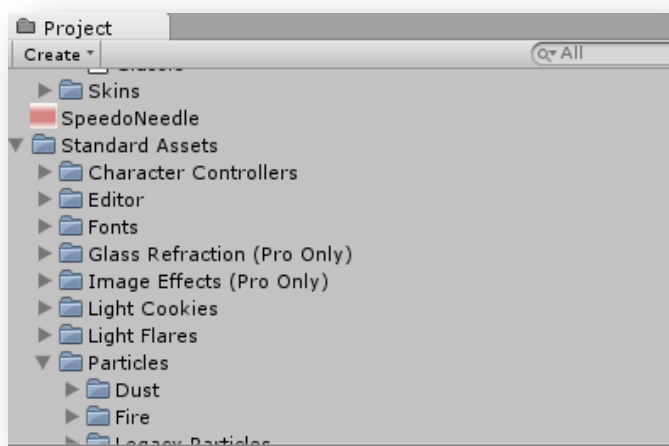
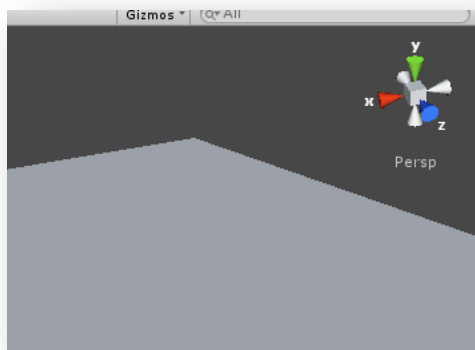


FIGURE 26. Project files in the asset folder

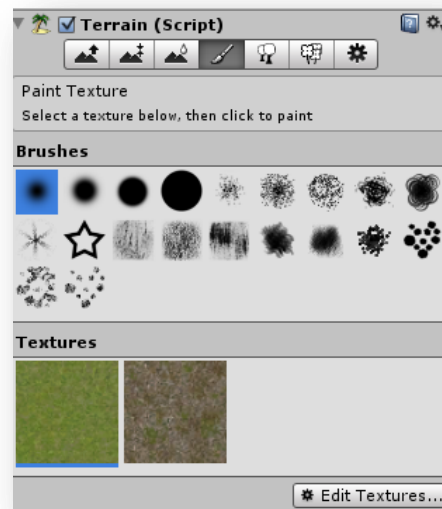
The project window shows all the files in the project's asset folder, including the imported models, textures and materials. The road materials and buildings in the scene were modelled in Blender, an open source and exported as .fbx into Unity's project files. From there, they can be used in the scene. The Scene window presents a view in which game objects are positioned and manipulated. It functions as the interactive sandbox.

4.4.3 The Unity3D terrain engine

The Unity terrain engine consists of an editor and tools located in the editor which were used to create realistic terrains and highways with three dimensional urban environment objects. Although, it is also possible to import terrains from an external program into Unity3D, but there are limitations of tree painting and lighting.



(a)



(b)

FIGURE 27. (a) Terrain without textures (b) 2-D terrain textures

The terrain for this thesis work was created in the terrain engine by constructing a regular mesh with the resolution height map set to fit to an oval track. The height map describes the greyscale map in which the pixel values specify the height of the vertex in the terrain. Two dimensional textures as seen in figure were applied to the terrain mesh to make it visually realistic. Blended

textures were applied to the natural objects in the terrain to obtain the desired landscape of hills and low-lands. Trees created with the Unity tree creator were also massively placed in the terrain, and rendered in-game (refer to figure). Unity3D engine renders trees near the camera in full three dimensions, and far ones as two dimensional billboards. By so doing, many trees can be rendered without any significant performance hit.

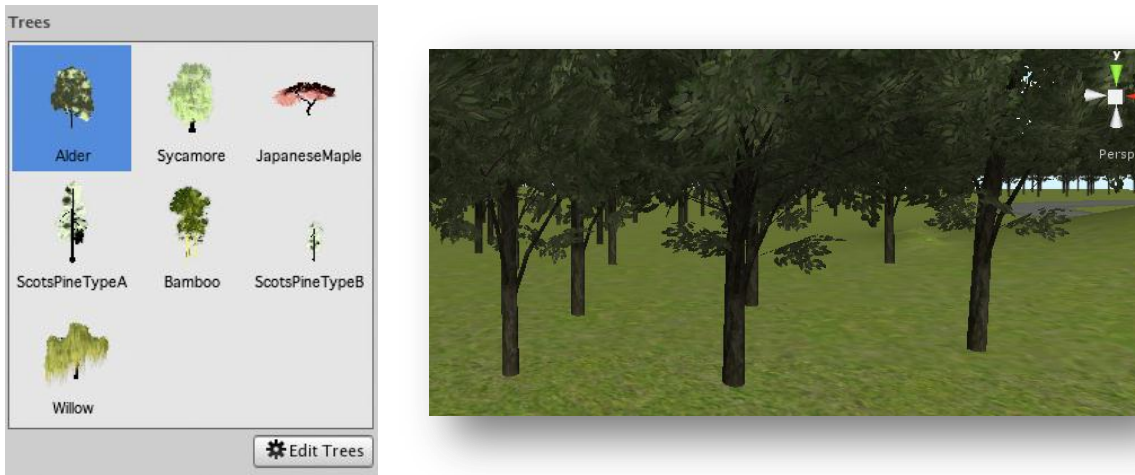


FIGURE 29: Trees in the Unity3D engine, and mass placement

The track was modelled to be oval in shape with dimensions of 10km x 5km. Unity3D is not modelling software, so the track had to be modelled in 3DMax, a 3-D modelling tool, and imported as FBX file extension into Unity3D. Road templates were added on the road model to make it look realistic.

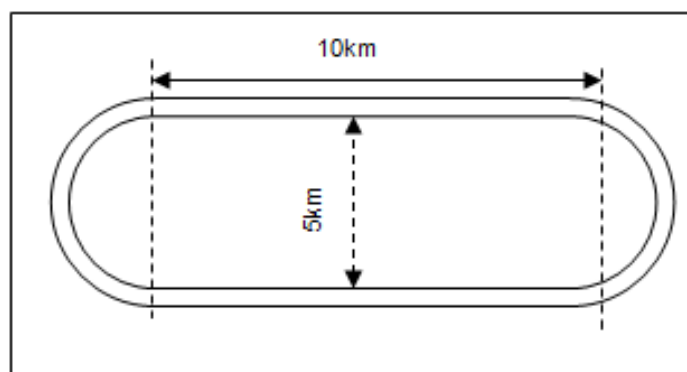


FIGURE 29. Sketch of the oval track with its dimension

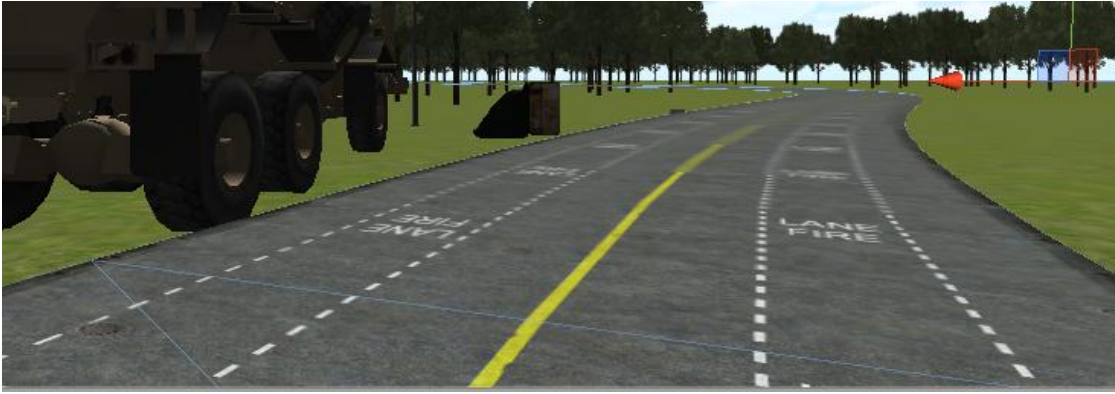


FIGURE 30. Modelled road track with template

4.4.4 Realization of the Motorbike and View

Simulating a motorbike system in a virtual environment conventionally would require modelling every single unit of the motorbike in a 3D modelling package like Blender, 3DMax etc. In addition, certain units of the motorbike system will require colliders for example the wheels would need wheel colliders in order to stand upright on the road. But this prototype work only requires the view from the rider. In this case, the whole view of the motorbike is not taken into account. Only the driver's view and the physical behaviour of the motorbike were needed.

The motorbike was modelled after a cubic rigid body. Box colliders were added to enable collision with other rigid bodies.

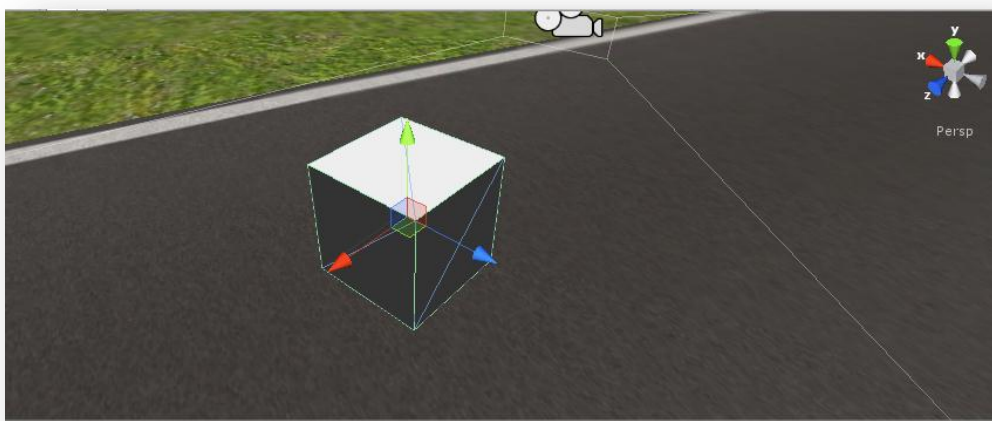


FIGURE 31. 3-D object with colliders

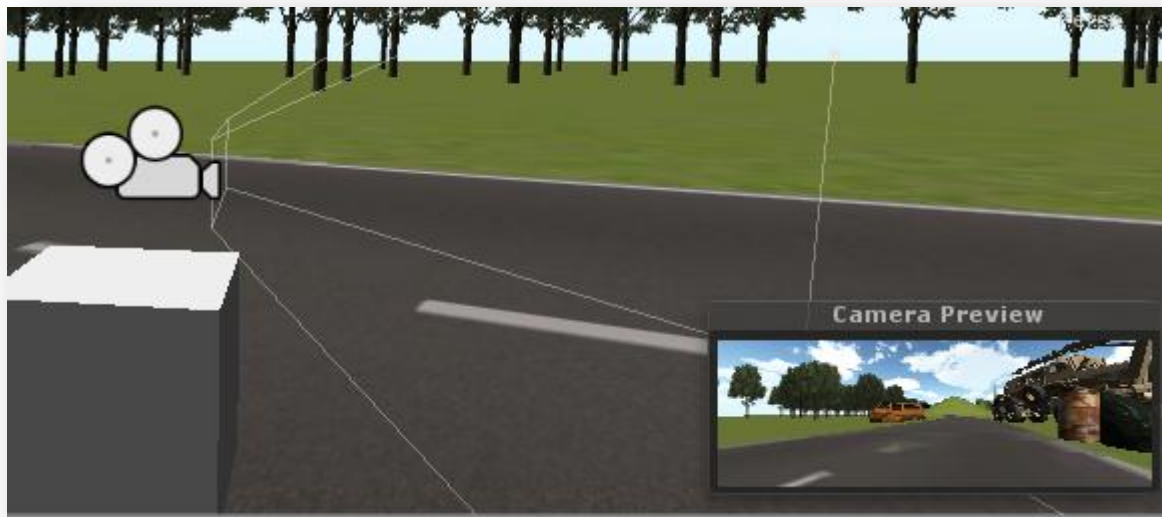


FIGURE 32. Camera with the view

5 INTERFACING THE MODULAR UNITS

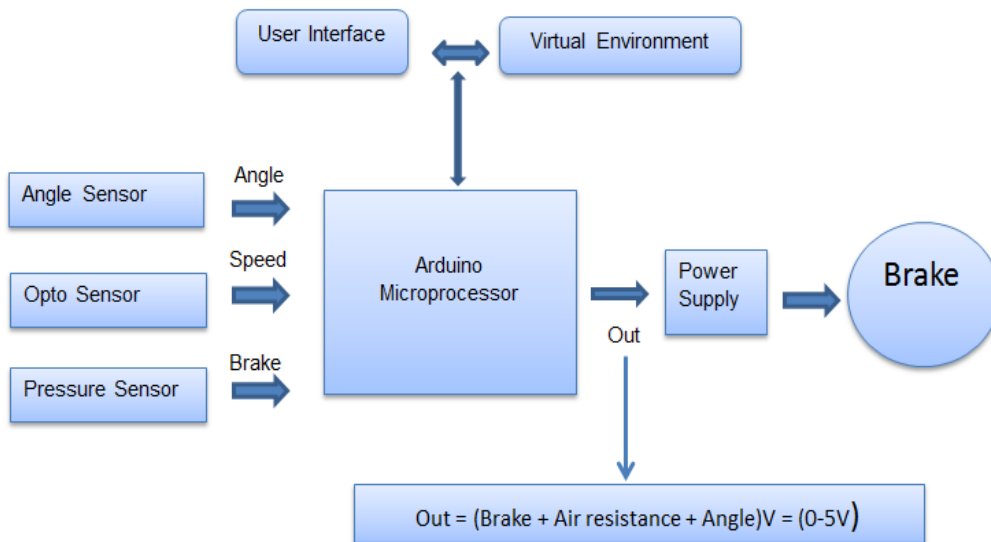


FIGURE 33. Block diagram of the motorbike simulation test bed

The sensor module was interfaced with the Arduino microcontroller via the interface card which provides connections to the respective ports for each sensor type. Port connections were made according to information in the Arduino Mega and the ATMEGA 128 datasheet which is freely available online for download.

5.1 Programming Languages and libraries used

Different programming languages were evaluated to be used for this work, especially for the visualization. Unity3D engine for example supports three scripting languages namely C#, JavaScript and Boo. But because of access level to hardware e.g. serial ports, C# was chosen as the scripting language for Unity3D engine, and also for the dynamometer graph user interface.

C# is an object-oriented programming language that reflects the Common Language Infrastructure (CLI). Most of the intrinsic types in C# are equivalent to the value-types in the CLI framework. C# was originally developed by Microsoft and now implemented in the .NET framework as well as in developing Silverlight applications. C# allows method overloading which is necessary in using one name to define multiple methods having the same parameters.

An example is the `Transform.Rotate()` method which can be overloaded in different ways to make the motorbike rotate according to the incoming lean angle measurements ;

```
void Rotate (float xAngle, float yAngle, float zAngle, Space relativeTo)
void Rotate (Vector3 eulerAngles, Space relativeTo)
void Rotate (Vector3 axis, float angle, Space relativeTo)
```

(Liberty & Xie, 81-84).

The interface between the virtual environment developed in Unity3d and the embedded systems developed using the Arduino mega microcontroller, was implemented using the .NET Serial Port class. This was made possible with Unity3D 3.0 versions and upwards, which comes along with .NET 2.0. Interfacing a custom hardware with earlier versions of Unity3D would require plugins, which is only possible in the professional versions of Unity3D. The .NET 2.0 has the `System.IO.Ports` namespace, and the `SerialPort` class within it. The serial port class gives an intrinsic way of serial communication without the ActiveX OCX control as shown in the figure.

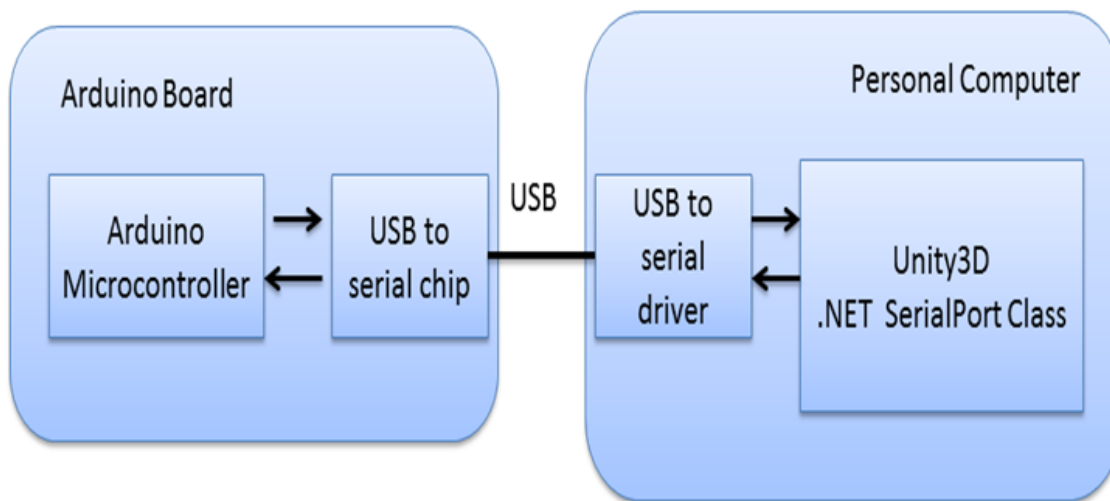


FIGURE 34. Serial communication between the Arduino microcontroller and Unity3D engine

Arduino prints the sensor values as `SerialPort` variables i.e. streams of string arrays. The `Control.cs` scripts attached to the game object in Unity3D parses these streams as floats and sets the speed and rotation of the motorbike object and also shows it on the speedometer. Opening the serial port sets the Unity3D program in a listening mode, waiting for data to be read from the set serial port, COM 4 in this case.

```

Using System.IO.Ports
//Set the port (com8) and the baud rate of 9600
SerialPort stream = new SerialPort("COM4", 9600);
void Start ()
{
    stream.Open();    //Open the Serial Stream
}
void Update ()
{
    string value = stream.ReadLine();
}

```

5.2 System run diagram

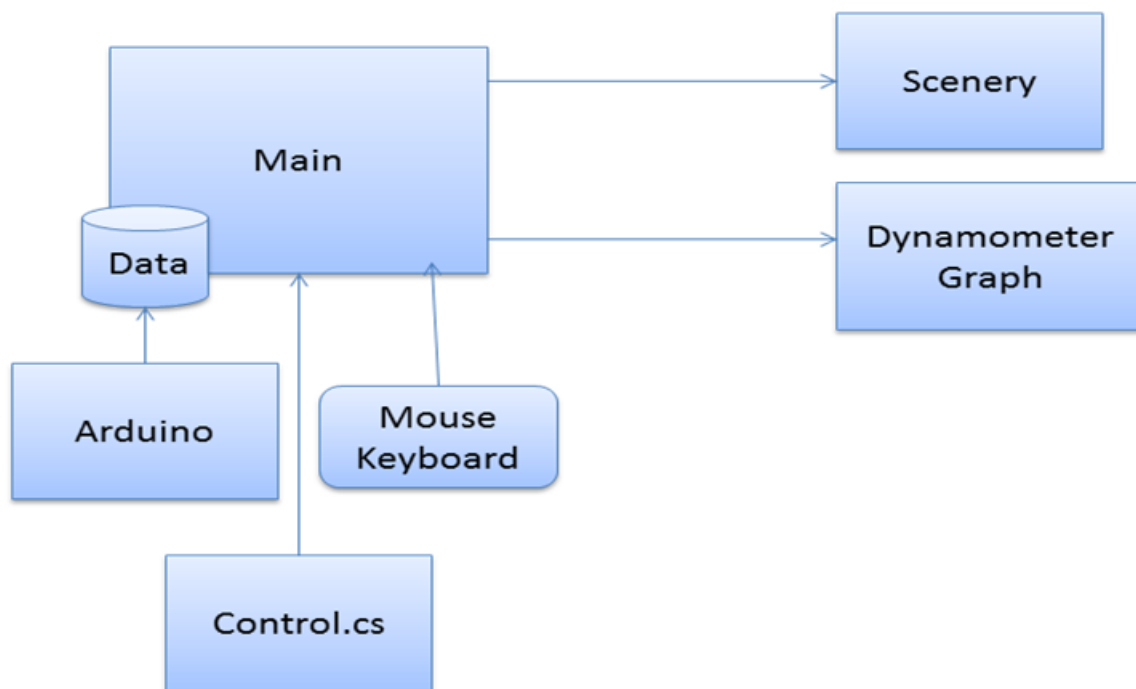


FIGURE 35. The simulation system run diagram

The `main()` function which is the core of the whole program passes calls to other functions in the program. It also serves as the starting point of the program execution by calling the `start()` function which opens the COM port. The `update()` function is also called at every frame. The `main()` function retrieves the incoming data from the Arduino microcontroller, via the COM port and calls the `control()` function, which is responsible for parsing the string array into velocity and Euler angle. The program stops execution at the end of the `main OnCollision()` or whenever the Quit button is clicked `OnMouseEnter()`. Below is a pseudo code for the `main()` function

```

Program Starts
  Calls the scene and refreshes it at every frame
  While the Quit button not pushed OR no collision
    Reads data from arduino microcontroller
    Adjust the velocity and rotation of motorbike object
    Plots the dynamometer graph
  While end
End

```

Figure 36 gives an illustration of decisions that needs to be made at the start of executing the virtual environment software.

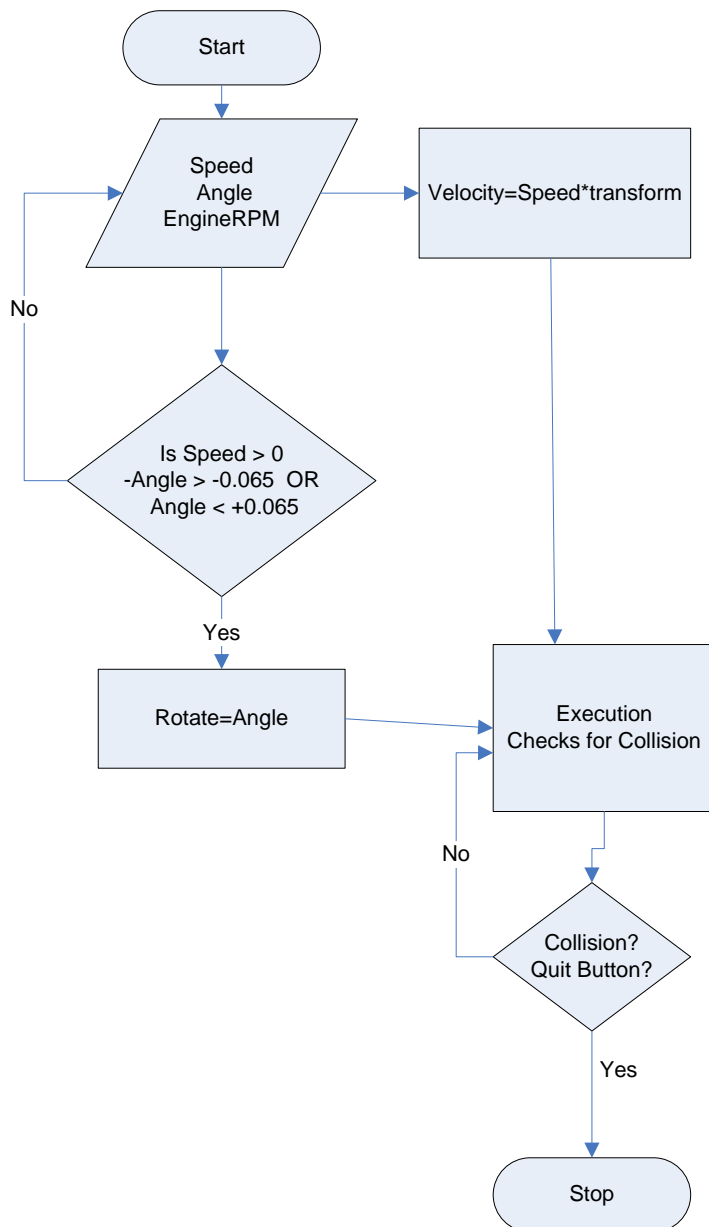


FIGURE 36. Simulation system flow diagram

The C# control scripts on the other hand is responsible for parsing and splitting the incoming string arrays into the velocity and Euler's angle for the motorbike game object. Below is a sample code:

```
//split incoming stream values on space into arrays
var values = value.Split(' ');
Speed    = float.Parse(values[0]);
Angle    = float.Parse(values[1]);
RPM      = float.Parse(values[2]);

//Speedometer User interface
SpeedometerUI.Speed = Speed;
SpeedometerUI.RPM= RPM;

rigidbody.velocity = (transform.right*(Speed));
if ( (Angle > 0.0655 || Angle < -0.0655 ) && (mySpeed > 0 ) )
{
    transform.Rotate(Vector3.up * Angle);
}
```

5.3 The Dynamometer Graph

Inertia dynamometer graph plots analyze results of dynamometer testing of vehicles and simulate the dynamic conditions during acceleration. Needed parameters needed for dynamometer tests consists of the engine's RPM, torque and power. There are various ways of developing the real-time graph depending on the development environment. Examples include the LiveGraph, which is a Java-based framework for developing data visualization plots from comma separated values (CSV). Other examples include the NPlot, an open source library for .NET framework. (Okedara 2012, 37-44). A sample dynamometer graph is plotted as shown in the Figure 37.



FIGURE37. A sample dynamometer graph (XS Engineering, Inc)

Calculated values of the torque, speed and power we used as parameters to plot the inertia dynamometer graph in real time, on the data visualization user interface which was developed in Visual Studio.NET, coding language done in C# and the serial port class to access the PC's COM ports. Figure 38 shows the user interface with controls for the parameter display and plot areas for the power toggle against the engine RPM, and the air flow direction.



FIGURE 38. Lekasteel Oy's dynamometer user interface

5.4 Dynamometer Calculations

The torque on the dynamometer was calculated using the following equations

$$\text{Angular velocity: } \omega = 2\pi * RPS \text{ (revolution per second)} \quad (1)$$

$$\text{Angular acceleration: } \alpha = \frac{\omega_2 - \omega_1}{\Delta t} \quad (2)$$

$$\text{Rear-wheel torque: } T = \alpha * J \quad (3)$$

The engine's torque is calculated from the engine's power and the angular velocity:

$$\text{Power: } P = T * \omega \quad (4)$$

$$\text{Engine's torque: } T_m = \frac{P}{2\pi * RPS_{engine}} \quad (5)$$

The Velocity (km/h) is calculated from the circumference of the rear wheel, 2.04m² and its revolutions per second.

Velocity: $V = 2.04 * 3.6 * RPS$ (6)

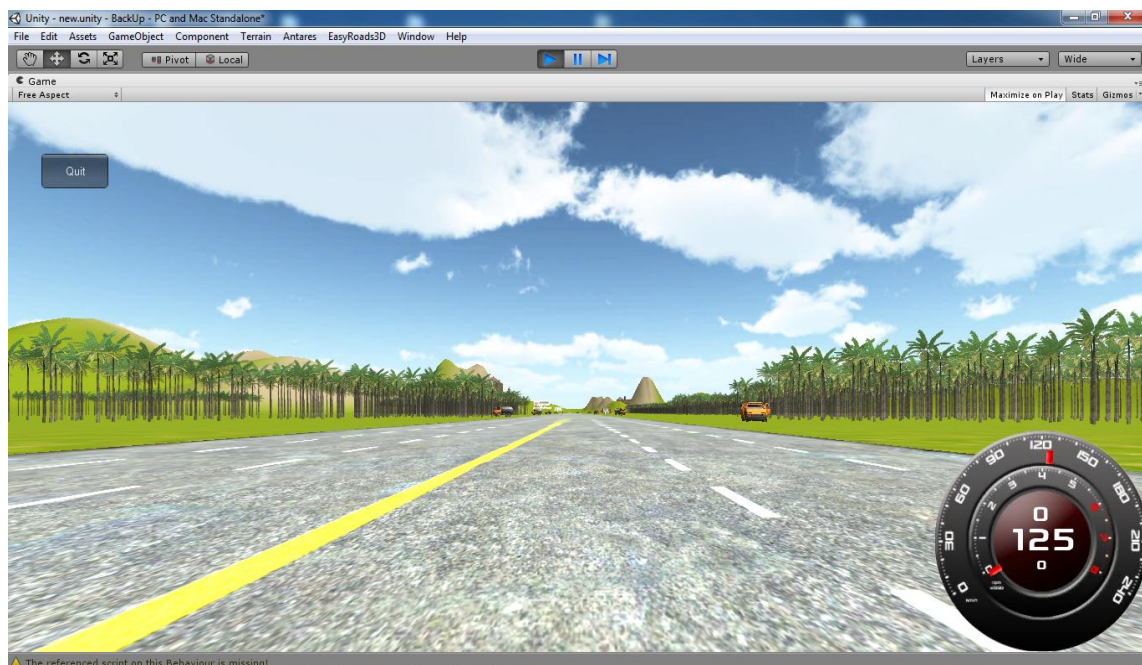
(Polat 2012, 25-26)

6 RESULTS AND EVALUATION

Figure 39 shows the two screenshots taken at the beginning and during the simulation; at speeds of 0km and 125km respectively. The virtual environment and all the entities in the virtual world were rendered by the Unity3D engine at a resolution of 1476 x 622, and occupy a virtual memory of 10.5 MB at a frame rate above 1.5 frames per millisecond (651.4FPS).



(a)



(b)

FIGURE 39. Screenshots of simulation at the beginning and at runtime

The c# control script for the motorbike game object had to be adjusted because it was observed that whenever the motorbike descends a hill it experiences an unrealistic behaviour because the velocity of the motorbike object was adjusted at every physics step. The script below is the addition made to the c# control script. It constantly checks if the motorbike object is in contact with the ground and makes necessary adjustments if needed.

```
public bool inTheAir;

void OnCollisionExit(Collision info)
{
    inTheAir=true;
}

void OnCollisionEnter(Collision info)
{
    inTheAir=false;
}

if (Input.GetKeyDown("space"))
{
    inTheAir=true;
}

if(!inTheAir)
{
    rigidbody.velocity = (transform.right*(Speed));
    transform.Rotate(Vector3.up * Angle);
}
```

This was presented as a prototype at the Helsinki Motorbike show from 2 February to 5 February, 2012. Participants from all over the country and other neighbouring countries had opportunities to give feedback on the simulation system, and also narrate their experiences and involvements in similar systems. General ideas were also given on how this can be developed further to facilitate research in safety and also in neuropsychology.

7 CONCLUSION

This thesis focused on developing a cost-effective technique in developing a motorbike simulator which was implemented with a live motorbike clamped to a mechanical bench. Interactivity was implemented and developed with Unity3D game engine and the motorbike's dynamics corresponding to the dynamics of the motorbike object in the virtual world. C# was used to code the behaviour of the motorbike object as well as the dynamometer graph.

Several sensors were used to detect the dynamics and other needed quantities of the live motorbike. These sensors were all positioned at strategic places on the motorbike to ensure accurate data and their safety. The sensors all connect to the Arduino microcontroller via the interfaced card. All necessary signal conversions and calculations were handled by the microcontroller and parsed to the visualization software.

Tests showed that the simulator is a suitable tool for analyzing and visualizing the performance of motorbikes as well as the wheels. The behaviour of riders under stress can also be investigated by placing obstacles along the road track and evaluating how the rider manoeuvres.

REFERENCES

- Arduino. ATmega 1280.Microcontroller [web document]. [accessed 12 November 2011]. Available from: <http://www.arduino.cc>
- Burdea, D. & Coiffet, P. 2003. *Virtual Reality Technology*. New Jersey: John Wiley & Sons
- Burga, S., Tanasă, S. & Brut, M. 2002. *A VRML-based Environment Used to Learn Virtual Reality Concepts* [electronic book]. Romania: University of Iași [accessed 12 January 2012]. Available from: <http://thor.info.uaic.ro/~busaco/publications/articles/learn-vr.pdf>
- Cossalter, V. & Lot, R. 2002. *A Motorcycle Multi-Body Model for Real Time Simulations Based on the Natural Coordinates Approach*. Padova: University of Padova [accessed 15 January 2012]. Available from: <http://audiophile.tam.cornell.edu/~als93/FYEO/CosLot02.pdf>
- Fisher, S.S.1991. Virtual Environments, Personal Simulation, & Telepresence. *Virtual Reality: Theory, Practice and Promise*. In Helsel, S. & Roth, J. (Ed.). Connecticut: Meckler Publishing. [accessed 3 November 2011]. Available from: <http://www.itofisher.com/PEOPLE/sfisher/VirtualSimPresence-pdfrev.pdf>
- Guo Xiao & L., Fengli & Hong, L. 2010. *Application of the Virtual Reality Technologies in Power Systems* [electronic book]. Jilin: Northeast Dianli University [accessed 14 January 2012]. Available from: <http://ieeexplore.ieee.org/stamp/stamp.jsp?arnumber=05497674>
- Huang, Z., Eliens, A. & Visser, C. 2002. *3D agent-based virtual communities* [e-journal]. *Web3D '02 Proceedings of the seventh international conference on 3D Web technology*. 2002, Pages 137 – 143. New York: Association of Computing Machinery. [accessed 20 January 2012]. [restricted access].
- Lecakes, G., Morris, J., Schmalzel, J. & Mandayam, S. 2009. *Virtual Environments for Integrated Systems Health Management of Rocket Engine Tests* [electronic book]. New Jersey: Rowan University, Glassboro [accessed 23 November 2011]. [restricted access].
- Liu, R., Luo, Y., Zhu, Y. & Xiong, Z. 2009. *Research on application of VRML in Virtual City Construction* [electronic book]. Fuzhou: East China institute of Technology [accessed 24 November 2011]. [restricted access].
- Nalbant, G. 2006. *Interaction in Virtual Reality* [electronic book]. Turkey: Yeditepe University [accessed on 7 November 2010]. Available from: http://newmedia.yeditepe.edu.tr/pdfs/isimd_06/12.pdf
- Nutt, G. 1988. *A formal Model for Interactive Simulation Systems* [electronic book]. Colorado: University of Colorado [accessed on 4 December 2011]. Available from: <http://www.cs.colorado.edu/departments/publications/reports/docs/CU-CS-410-88.pdf>
- Okedara, E. 2012. *Data transfer in a Motorbike Test Bed*. Kuopio: Savonia ammattikorkeakoulu. Savonia University of Applied Sciences, Information technology. Thesis.
- Ong, T., Saunders, R., Keyser, J. & Leggett, J. 2005. *Terrain Generation Using Genetic Algorithms* [electronic book]. Texas: University A&M University [accessed 10 Decemer 2011]. Available from: <http://research.cs.tamu.edu/keyser/Papers/GECCO2005.pdf>
- Polat, B. 2012. *Moottoripyörän Dynamometrin Mittauselektroniikan Suunnittelu Ja Testaus*. Kuopio: Savonia ammattikorkeakoulu. Savonia University of Applied Sciences, Electronics. Thesis.

Rolfe, J.M. & Staples, K.J. 1986. *Flight Simulation*. Cambridge: Cambridge University Press.

Scherfgen, D. 2008. *Integration of Physical and Psychological Stress factors into a VR-based Simulation Environment* [electronic book]. Augustin: Fachhochschule Bonn-Rhein-Sieg University of Applied Sciences [accessed 4 December 2011]. Available from: <http://www.inf.fh-bonn-rhein-sieg.de/informatikmedia/Downloads/Personen/reinert/Scherfgen-p-2782.pdf>

Shiratuddin, M., Kitchens, K. & Fletcher, D. 2008. *Virtual Architecture: Modeling and Creation of Real-Time 3D Interactive Worlds*. USA: Lulu.

Schuemie, M., Van der Straaten, P. Krijn, M. & Van der Mast, C. (2001). *Research on Presence in VR: A survey* [electronic book]. Netherlands: Delft University of Technology and University of Amsterdam [accessed on 8 December 2011]. Available from: http://schuemie.net/pdf/cpb_2001.pdf

Unity3D. Editor. Terrain [web document]. [accessed 7 September 2011]. Available from: <http://www.unity3d.com>

APPENDIX A: Unity3D Installation and Set up for Serial Communication

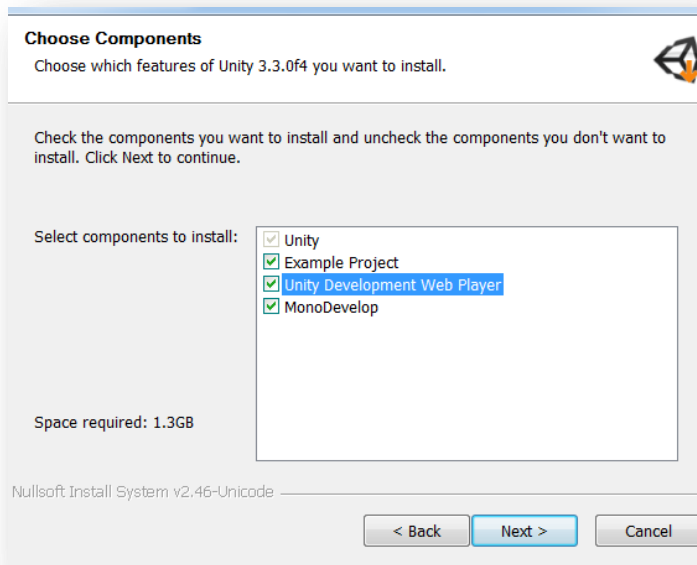
1. Download Unity3D installation file from

<http://unity3d.com/unity/download/>

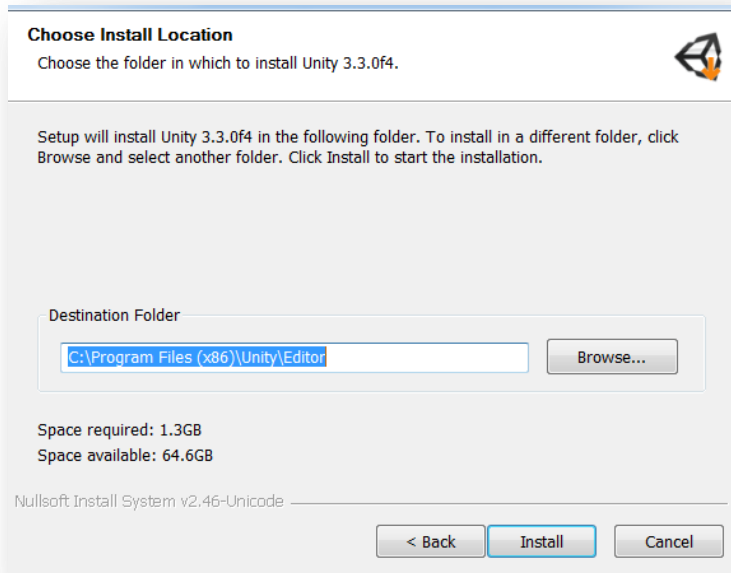
2. Run the *Unity Setup* and click click **Next** to continue



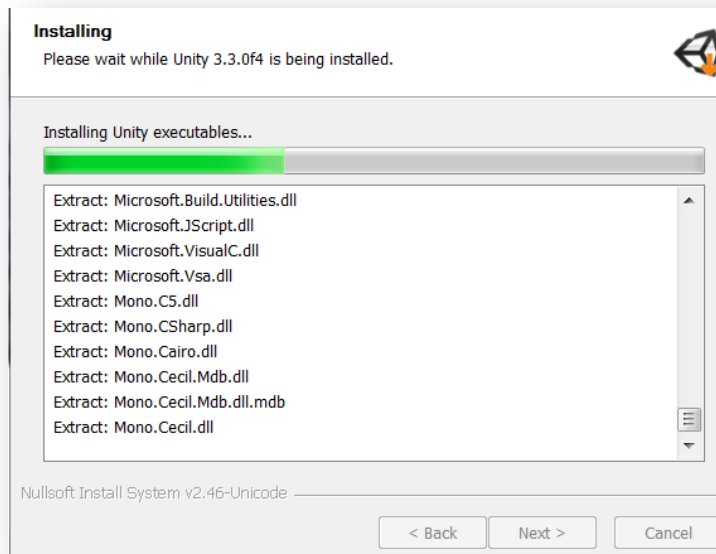
3. Select the components to install, then **Next**



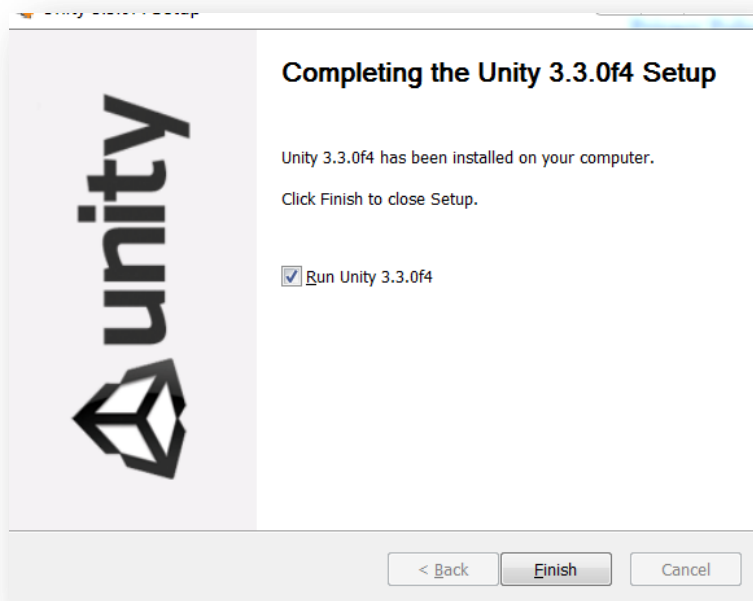
4. Choose the install location and click **Install**



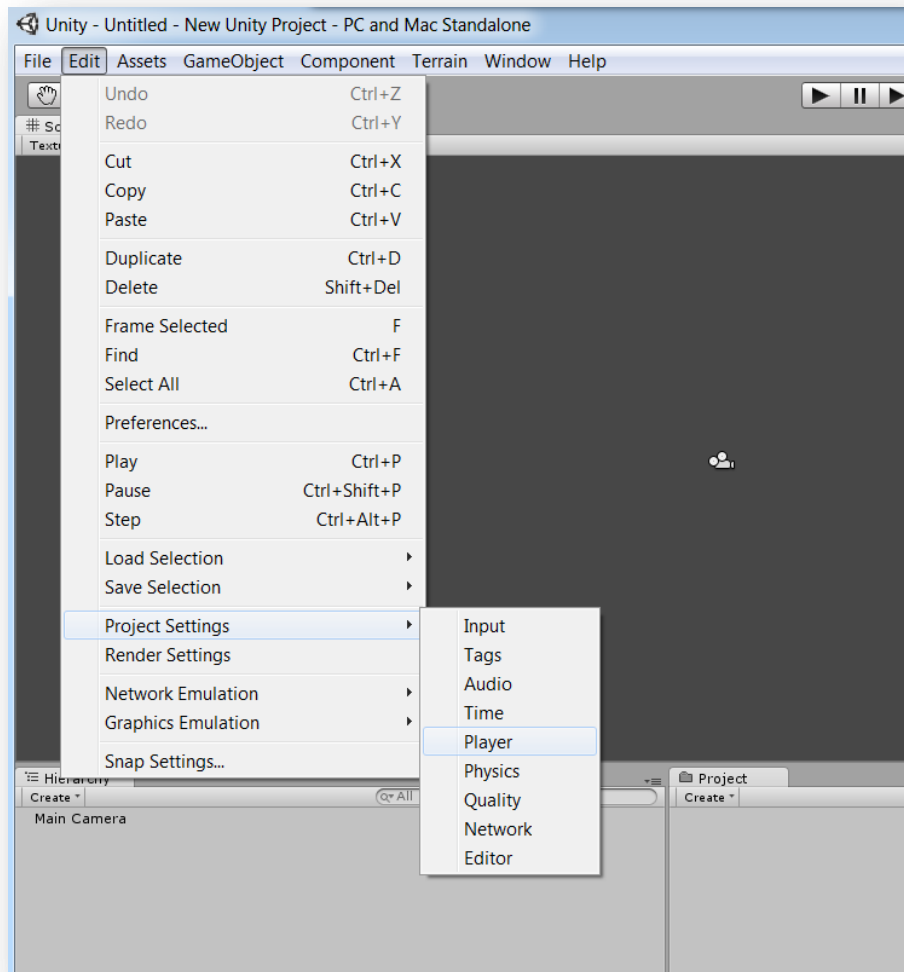
5. After a successful installation, Click **Next**



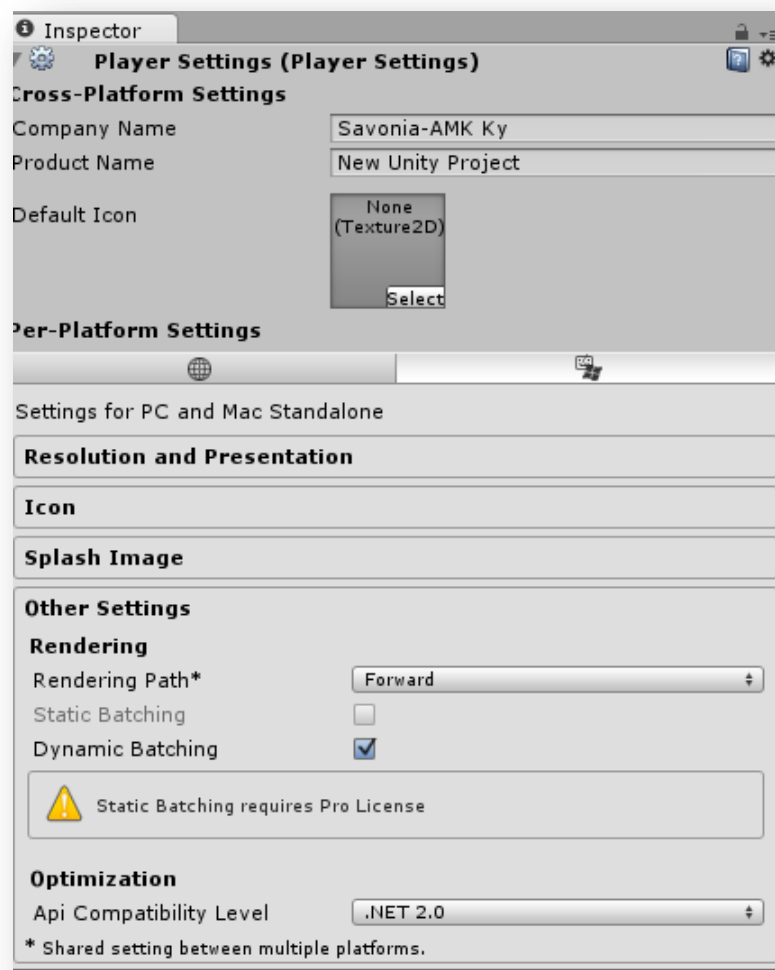
6. Check *Run Unity*, and hit **Finish** to launch Unity3D Editor



7. Go to *Edit* and select *Project Settings* and then *Player*



8. Change the *Api Compatibility Level* from *.Net 2.0 Subset* to *.Net 2.0*



APPENDIX B: Project's Time-Plan

